
City of Kankakee

Comprehensive Plan 1997



(Reprinted January, 2003)

CITY OF KANKAKEE

ORDINANCE NO. 97-81

AN ORDINANCE ESTABLISHING A PLAN FOR THE PRESENT AND FUTURE DEVELOPMENT OR
REDEVELOPMENT OF THE CITY, KNOWN AS THE COMPREHENSIVE PLAN OF THE CITY OF KANKAKEE

ADOPTED BY THE
CITY COUNCIL
OF THE
CITY OF KANKAKEE
THIS 17TH DAY OF NOVEMBER, 1997

Published in pamphlet form by authority of the City Council
of the City of Kankakee, Kankakee County, Illinois,
this 27th day of November, 1997

City of Kankakee
Comprehensive Plan/1997

Adopted November 17th, 1997

DONALD E. GREEN
Mayor

KATHERINE CARR
City Clerk

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BE IT ORDAINED by the City Council of the City of Kankakee, an Illinois home-rule municipality situated in Kankakee County, Illinois, as follows:

SECTION 1: That a certain document, three (3) copies of which are on file in the office of the City Clerk of the City of Kankakee, being marked and designated as "The Comprehensive Plan of the City of Kankakee," be and is hereby adopted as the Comprehensive Plan of the City of Kankakee, in the State of Illinois; for the present and future development or redevelopment of the City as provided therein; and each and all of the provisions of said Comprehensive Plan are hereby referred to, adopted, and made a part hereof, as if fully set out in this Ordinance.

SECTION 2: That this Ordinance is adopted pursuant to the provisions of 65 ILCS 5/11-13-1 est seq; 65 ILCS 5-11-12-5 and 5/11-12-7.

SECTION 3: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 4: That nothing in this Ordinance or in the Comprehensive Plan of the City of Kankakee hereby adopted shall be construed to affect any suit or proceeding impending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as cited in Section 3 of this Ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this Ordinance.

SECTION 5: That the City Clerk shall certify to the adoption of this Ordinance, and cause same to be published as required by law; and this Ordinance shall take effect and be in force from and after its approval as required by law.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF KANKAKEE, KANKAKEE

COUNTY, ILLINOIS, THIS 17TH DAY OF NOVEMBER, 1997

11 - AYES

0 - NAYS

0 - ABSTENTIONS

3 - ABSENT

Katherine Carr, City Clerk

Donald E. Green, Mayor

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1.01 PURPOSE OF THE COMPREHENSIVE PLAN

The Illinois Compiled Statutes 65 ILCS 5/11-13-1 est seq; 65 ILCS 5-11-12-5 and 5/11-12-7 grant municipalities the right to prepare and adopt a long-term, comprehensive plan for the development of the municipality. The City of Kankakee wishes to develop long-range goals and objectives as guidelines for development into the twenty-first century.

1.02 DEVELOPMENT OF THE COMPREHENSIVE PLAN

The data and analysis of physical, economic and demographic conditions stipulated in Chapter 1 provided the basis for identifying trends within the City, and within the surrounding region. In addition, citizen input was provided in a series of interviews with civic and community leaders. The goals and objectives of the Area Plans are derived from both objective analysis and citizen input.

1.03 ORGANIZATION OF THE COMPREHENSIVE PLAN

The Comprehensive Plan is divided into three chapters, Chapter 1, Introduction, Chapter 2, Data and Information, provides a detailed description and analysis of the City of Kankakee; and, Chapter 3 (The Plan) which provides a summary of the goals and objectives for each of the area plans. This summary is followed by six Plan Elements for essential areas of activity of the City, including Land Use, Transportation, Community Facilities, Housing, Neighborhood Development and Economic Development.

The Land Use Plan describes the relationships between various private and publicly held lands, and provides the basis for the official zoning map. The Transportation Plan presents the general location, levels of service, adequacy, and planned improvements of the existing and proposed transportation systems. The Community Facilities Plan includes analysis and planned improvements for the City's education system, parks and recreation, and sewer and water facilities. The Housing Plan identifies major housing issues and proposed improvements, and briefly discusses existing housing programs. The Neighborhood Development Plan divides the City's neighborhoods into four separate areas primarily on the basis of median family income. The problems specific to each Area are discussed and goals for each Area are provided. The Economic Development Plan discusses key issues regarding the City's potential for economic development and proposes strategies for each.

In the final part of Chapter 3 (The Plan) implementation tools are described including, Annexation, Building Code, Neighborhood Redevelopment, Zoning Ordinance, Subdivision Regulations and the Capital Improvement Program.

2.01. DESCRIPTION AND ANALYSIS OF FACTORS AFFECTING FUTURE DEVELOPMENT

A thorough study of development trends is necessary to produce a feasible and workable long-range, comprehensive plan. This Chapter (Chapter 2) of the Plan reviews those factors which affect the trend of community development. These factors include the existing use of land within the City and in unincorporated areas adjacent to it, population trends, economic and related characteristics, transportation systems, public utilities and facilities, housing characteristics and neighborhood patterns. This Chapter presents data and analyzes trends related to these factors.

(See Appendix - A, Figure 1: [Kankakee Location Map](#))

A. COMPOSITION OF THE CITY

The City of Kankakee is a compact urban community. It is a residential, business and industrial center as well as a market center for a wide rural trade area extending into adjacent counties. The City is encompassed by the Villages of Bourbonnais, Bradley and Aroma Park. Together, these four communities make up the Kankakee Metropolitan Area.

Kankakee is becoming more interdependent with the Chicago Metropolitan Region. Kankakee, along with the communities of Joliet, Aurora, Elgin and Waukegan, forms the outer ring of communities which surround Chicago. This ring is the basis of further long- range expansion of the Chicago region.

B. ENVIRONMENT

Existing environmental considerations are an important consideration for planning any City. The existing soil types, topography and drainage, flood plain, wetlands, vegetation and climate were all considered in the development of this plan. The most important environmental factor in planning for the City of Kankakee is the Kankakee River, which not only gave the City its name, but remains the most important recreation resource for the City.

The Kankakee River rises near South Bend, Indiana, and flows Southwesterly 111 miles to Aroma Park, Illinois, where it is joined by its largest tributary, the Iroquois River. The Kankakee River then flows Northwesterly through the City of Kankakee to its junction with the Des Plaines River, where the two rivers join to form the Illinois River. The Kankakee Basin is 130 miles long and 70 miles wide, and drains approximately 5,280 square miles of which 2,155 are in Illinois and 3,125 are in Indiana. The maximum topographic relief in the basin between the mouth and high point on the drainage divide near Valparaiso, Indiana, and is 375 feet above sea level. The drainage divide is almost entirely defined by low ridges of glacial origin.

(See Appendix - A, Figure 2: [Kankakee River Drainage Basin](#))

Most of the river bed in Illinois is on or very near bedrock. Relatively thin sand and gravel overlie the bedrock with some small areas of silt. A prominent bedrock outcrop occurs in the channel near Momence and tends to maintain the water at a higher level above Momence and into Indiana. There is one dam on the Kankakee River within the City of Kankakee.

TABLE 1: KANKAKEE RIVER CHANNEL SLOPES		
REACH	FALL (feet)	SLOPE (feet per mile)
Mile 0 (Mouth) to Mile 20	43	2.15
Mile 20 to Mile 30	41	4.10
Mile 30 to Mile 50 (Momence)	38	1.90
Mile 50 to Mile 59 (State Line)	5.0	0.55

The Iroquois River is the largest tributary to the Kankakee River and enters the main stream at Aroma Park, 4.5 miles upstream from the City of Kankakee. The Iroquois River is 94 miles long and drains approximately 2,175 square miles. Fifty-five (55) miles of the stream and 1,240 square miles of the drainage area are in Illinois. The river varies in width from 50 feet at the State Line to 400 feet near the mouth. Depths vary from less than 1 foot to more than 9 feet. The total fall from the State Line to the mouth is 31 feet. Nearly one-half of this fall occurs in the lower 6.5 miles below Sugar Island, near Chebanse. A prominent rock outcrop at Sugar Island maintains a nearly level pool for over 27 miles upstream.

TABLE 2: IROQUOIS RIVER CHANNEL SLOPES		
REACH	FALL	SLOPE
Mile 0 (Mouth) to Mile 6.5 (Sugar Island)	14	2.15
Mile 6.5 to Mile 34	1.0	0.036
Mile 34 to Mile 55 (State Line)	16	0.76
Mile 55 to Mile 75.0	10	0.5

C. FLOOD PLAIN AND WETLANDS

The flood plain map illustrates flood plain areas in the City and planning area. The City is fortunate to have only limited flood plain in built up areas. The entire planning area drains to the Kankakee River. There are limited wetlands in the planning area.

(See Appendix - A, Figure 3: City of Kankakee Flood Plain)

D. SOILS

The majority of the soils in the Kankakee Basin have developed from parent materials of glacial origin. The Wisconsin Glacier removed the previously formed soils and left till, outwash, lake-bed sediments, and loess. The deposition of these materials has been previously described.

Many of the soils of the basin are well suited to agriculture while others have serious limitations. Sandy soils on outwash are droughty and may be over drained. Intensive management is required to maintain soil moisture, increase fertility, and minimize wind erosion. Thin stony soils on bedrock are difficult to work and often suffer poor internal drainage. Thin loessal soils on impermeable till have poor under-drainage and are subject to water erosion.

Artificial drainage works have been required on many lands in the basin where the natural drainage system was poor. Ditches and field tiles have reclaimed large areas of wetlands and have converted these soils into excellent agricultural land.

E. CLIMATE

The City of Kankakee has the typical continental climate of the middle latitudes of the United States. Winters are cold with frequent snow. Summers are warm and humid with considerable thunderstorm activity. Temperature and precipitation vary greatly from season to season and year to year. The weather can change abruptly during a frontal passage which may occur 20 to 30 times a year.

Temperatures vary from an average high of 86° F in July to an average low of 18 °F in February. The highest recorded temperature at Watseka was 106° F in July, 1901; the lowest was -23° F in February, 1905. The last killing frost in the spring usually occurs near the end of April or the beginning of May. The first killing frost in the fall generally occurs in the middle of October.

The average annual precipitation is about 36 inches. Approximately 22 inches occur during the growing season (middle of April to middle of October). The driest year recorded was 1925, with a total precipitation of 23.24 inches; 43.87 inches of precipitation was measured in 1943, the wettest year recorded. On the average, .1 inch precipitation or more, is recorded 73 days per year at Watseka. The average, annual snowfall is about 22 inches. Generally, 10 inches of snow will contain 1 inch of water.

(See Appendix - A, Figures 4, 5, 6 & 7: Soil Maps - Northeast, Southwest, Southeast & Northwest Planning Areas)

F. HISTORY

The first inhabitants of the Kankakee region were native Americans. Evidence of numerous early settlements along the Kankakee River Valley have been found. The historic Jacques Jonveau Reservation was the site of numerous encampments. This area, today, is preserved as part of the Perry Farm Preservation Area.

The Pottawatomi Tribe occupied the region at the time that the first French Canadians arrived, calling the area Ki-a-ki-ki, meaning "wonderful land". The French and Pottawatomis developed their own settlements along the Kankakee River near the Village of Bourbonnais, and many of today's residents of Kankakee County are descended from the original French and native American settlers. Noel Le Vasseur, a fur trader, was considered the County's first white settler and married Watcheke, a Potawatami.

In 1832 the Treaty of Tippecanoe and the Treaty of Chicago (1833) ceded all the land of present Kankakee County from the Pottawatomi Indians to the U.S. Government. The Pottawatomi vacated the Kankakee River Valley and moved to a reservation near Council Bluffs, Iowa, as part of the treaty. Descendants of those Pottawatomi eventually were resettled in reservations in Oklahoma. Shortly thereafter, the first settlers started arriving and began converting some of the prairie to corn and wheat farming. The first industries were established in the region in 1842 with the building of a sawmill and a gristmill on the Kankakee River. By 1846, a settlement grew up around these mills which became Momence, the area's first permanent city. Between 1844 and 1850, a heavy immigration of French Canadians from Quebec established the Village of Bourbonnais, stabilizing at about 2,000 residents by 1850.

On July 4, 1853 the Illinois Central Railroad laid tracks across Kankakee County and built the Kankakee Depot alongside the Kankakee River. As would be expected, a new town, the City of Kankakee, grew up rapidly around the depot, reaching over 1,000 in population in one year.

A dam was erected on the Kankakee River in 1858-59 to provide power, which still exists today. Quarrying of the native limestone began in 1883. By 1870 Kankakee was the largest city along the Illinois Central Railroad tracks and served mainly to transport farm crops to the Chicago markets. In addition to the flour mills, gristmills and paper mills already serving the area at this time, new industries developed and grew there in the late 1800's and early 1900's, including the manufacture of farm implements, furniture and textiles, breweries and others. By 1909 the Kankakee area had over 55 manufacturing establishments producing \$2,723,000 worth of products, amounting to approximately one-half the value of the agricultural production.

G. EXISTING LAND USE PATTERNS

The existing land use pattern in Kankakee is one of extensive development within most of the incorporated area. The City contains a central business district and several outlying business centers. Industrial areas are located on several sides of the City. The residential land use pattern is largely single family, much of it densely developed on small lots to the North, South and East of downtown Kankakee, with some multiple family housing existing in various locations in the City.

There are a number of public facilities located throughout the community and in immediately adjacent areas. These facilities include St. Mary's Hospital and Riverside Medical Center, an extensive park system maintained by the Kankakee Valley Park District, the Shapiro Development Center and Kankakee Community College.

To the East of the City lies a large complex of expensive homes, developed alongside the Kankakee River. They extend Southeastward to the Village of Aroma Park. Similar, new development is occurring on the City's Northwestern border with the development of several large subdivisions near the Kankakee River.

Located just South of the Kankakee River, the Shapiro Development Center, an important facility of the Illinois Department of Public Health, houses a large number of residents and staff. The Kankakee Community College is located East of the Shapiro Development Center. The Kankakee Valley Park District has acquired a large area for development of a regional park complex East of the College complex. The Kankakee River Valley Forest Preserve District has leased ground and constructed a walkway and forest preserve between the College and the Shapiro Development Center.

The City is characterized by a classical downtown area, originally developed adjacent to the Illinois Central Railroad. Industrial areas include older multi-story factory buildings, together with modern industrial park facilities on the City's outskirts.

Any major change occurring in the land use pattern in the built-up sections of Kankakee will most likely come from redevelopment, since the majority of land area is currently developed. This offers advantages to developers since existing public utilities and transportation facilities are in place.

(Maps depicting existing land use are available for review at the Office of the City Planner)

2.02 DEMOGRAPHIC, ECONOMIC, SOCIAL, HOUSING AND NEIGHBORHOOD CHARACTERISTICS OF THE CITY OF KANKAKEE

Demographic data are important for many reasons. These data include information on the age and composition of the population, thus serving as a basis for determining the future needs of the population. Population analysis typically examines mobility, which indicates the likely pressure for various housing types, and density of population, which indicates the extent of utility and public facility service requirements and the desirable standards for open space and other urban design features.

Other important aspects of population analysis relate to the number of persons per dwelling unit and the geographic location of population relative to employment and transportation characteristics. Population growth also impacts community functions such as education and recreation. Population data are also related to various economic factors such as retail sales, tax revenues, and employment projections.

A. CITY SUMMARY

Kankakee is a racially diverse city, with 60% White, 36.1% Black, 2.4% Hispanic, 0.4% Asian and 0.2% Native American. The median age is 32, with 29% below age 18 and 16% age 65 and older. 6.9% of those ages 16 to 64, and 20% of those age 65 or older, have mobility or self-care limitations.

The citizens of Kankakee are generally well-educated, with over 66% having completed high school and 36% having completed some college. However, 34% of the population has not completed high school. The unemployment rate is 10.5%. The median family income is \$26,596, with 23% of the population living below the poverty level, including 36% of all of the children under the age of 18.

Single-family homes account for 61% of all housing in the City, while duplexes account for 13%, apartments for 23%, and mobile homes and others for 2.5%. Only 51% of the occupied units are owner-occupied. Half of the units were built before 1950, 34% before 1939 and only 5% since 1980. The median value of housing is \$39,500 and the median monthly rent is \$355, though there is great variation among neighborhoods in terms of housing type and value. (See Table 3)

TABLE 3: PROFILE - CITY OF KANKAKEE - 1990	
POPULATION	27,622
MEDIAN AGE	32
RACE	60% WHITE 36.1% BLACK 2.4% HISPANIC 0.4% ASIAN 0.2% NATIVE AMERICAN
DISABILITIES	6.9% (AGE 16 TO 64) 20% (AGE 65+)
EDUCATION	34% NO HIGH SCHOOL DIPLOMA 30% HIGH SCHOOL DIPLOMA 36% SOME COLLEGE (32% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	10.5%
PER CAPITA INCOME	\$10,354
MEDIAN FAMILY INCOME	\$26,596
TYPE OF OCCUPATION	22% MANAGER/PROFESSIONAL 30% TECHNICAL/SALES 18% SERVICE 1.0% FARMERS 9.0% PRODUCTION 20% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	70% EARNINGS 35% WITH SOCIAL SECURITY 13% WITH PUBLIC ASSISTANCE 16% WITH RETIREMENT

TABLE 3: PROFILE - CITY OF KANKAKEE - 1990	
RENTERS MEDIAN RENT/MONTH	49% \$355
AGE OF HOUSING	1950 MEDIAN YEAR BUILT
TYPE OF HOUSING	61% SINGLE FAMILY 13% DUPLEXES 23% APARTMENTS 2.5% MOBILE HOMES/OTHER
<i>Source: U.S. Census, 1990</i>	

B. POPULATION CHARACTERISTICS

A number of population trends have been prepared and these have been utilized in the development of future population data. These projections include population which would occur from redevelopment, as well as a result of programmed annexations. Some population growth is anticipated in new residential construction East and West of the present City, which may not become a part of the City for many years since it is not contiguous to the City and cannot be readily annexed.

1. AGE

The population of Kankakee, taken as a whole, has aged somewhat since 1980. In 1980 the group ages 19 and younger accounted for 32.7% of the population, compared to 32% in 1990. The percentage of residents age 65 and over rose from 14.4% in 1980, to 15.9% in 1990. The greatest change appears in the residents of working age, 25-54, which rose from 33.6% in 1980 to 37.4% in 1990. The overall shift towards an older population is shown in the increase in the median age, from 29.9 in 1980 to 32 in 1990. (See Table 4)

TABLE 4: CITY OF KANKAKEE POPULATION BY AGE, 1980 AND 1990		
AGE	1980 (% of total)	1990 (% of total)
UNDER 5	8.1%	8.9%
5-9	6.9%	8.1%
10-14	8.7%	7.5%
15-19	9.0%	7.2%
20-24	9.6%	7.2%
25-54	33.6%	37.4%
55-64	9.7%	7.8%
65-74	8.5%	8.2%
75+	5.9%	7.7%
UNDER 19	32.7%	32%
OVER 64	14.4%	15.9%

TABLE 4: CITY OF KANKAKEE POPULATION BY AGE, 1980 AND 1990		
AGE	1980 (% of total)	1990 (% of total)
MEDIAN AGE	29.9	32.0
<i>Source: U.S. Census, 1990</i>		

While all U.S. populations are aging to some extent, there are significant differences in age composition when viewed by race. In 1990, the White population was significantly older, with almost 23% aged 65 or older, compared to 5.5% of Blacks and 3.7% of Hispanics. Similarly, in 1990, only 22.8% of the White population was under age 19, compared to 45.5% of the Black and Hispanic groups. The median ages have increased from 1980 to 1990 for all groups, but the median age of Whites was 38.6% in 1990, compared to 22.8% for Blacks and 21.9% for Hispanics in that year. It appears that Kankakee has an aging White population, with significantly younger Black and Hispanic populations. (See Table 5)

TABLE 5: AGE BY RACE, 1980 AND 1990 - CITY OF KANKAKEE						
	WHITE		BLACK		HISPANIC	
	1980	1990	1980	1990	1980	1990
AGE	% OF GROUP		% OF GROUP		% OF GROUP	
UNDER 5	6.1%	6.5%	13.1%	12.3%	25.7%	15.2%
5-9	5.2%	5.7%	10.9%	11.9%	10.5%	12.0%
10-14	6.5%	5.2%	14.3%	11.2%	13.0%	9.1%
15-19	7.9%	5.4%	11.4%	10.1%	7.1%	9.2%
20-24	9.3%	6.8%	10.5%	7.8%	12.7%	10.5%
25-54	34.1%	38.1%	32.5%	36.2%	21.4%	36.8%
55-64	12.1%	9.7%	3.8%	5.1%	9.6%	3.4%
65-74	10.8%	11.2%	3.0%	3.5%	0%	1.9%
75+	8.1%	11.4%	1%	2.0%	0%	1.8%
UNDER 19	25.6%	22.8%	49.7%	45.5%	56.3%	45.5%
OVER 65	18.9%	22.6%	3.6%	5.5%	0%	3.7%
MEDIAN AGE	35.9	38.6	20.2	22.8	16.4	21.9
<i>Source: U.S. Census, 1990</i>						

2. RACE/ETHNICITY

Kankakee is a racially diverse city with 60% White, 36.1% Black, 2.4% Hispanic, 0.4% Asian, less than 1% Native American, and 1% unknown. The major change in racial composition has been an increase in the Black population from 28% of the total population in 1980 to 36% in 1990, and the corresponding decrease in the White population from 70% in 1980 to 61% in 1990. In numbers, the White population has decreased by 20%; the Black population has increased by 18%, the Hispanic has increased by 5%; the Asian population by 41% from 1980 to 1990; and the Native American population was registered for the first time in 1990. (See Table 6)

TABLE 6: RACE/ETHNICITY, 1980 AND 1990 - CITY OF KANKAKEE		
	1980	1990
TOTAL	100%	100%
WHITE	70%	60%
BLACK	28%	36.1%
HISPANIC	1.0%	2.4%
ASIAN	1.0%	less than 1%
NATIVE AMERICAN	0.0%	less than 1%
OTHER	0.0%	1.0%
<i>Source: U.S. Census 1990</i>		

3. MARITAL STATUS, HOUSEHOLDS, AND FAMILIES

In 1990, 40% of the total population was married, 14% was divorced or separated and 11% was widowed; 34% had never married. There is wide variation between racial groups in the percent of the population which is married with 47% of the White group, 42% of the Hispanic group, and 29% of the Black group married in 1990. Similarly, the percent of the population which has never married varies between groups with 27% of the White population, 47% of the Black population and 41% of the Hispanic population never married in 1990. (See Table 7)

TABLE 7: MARITAL STATUS BY RACE FOR POPULATION AGE 15+, 1990 - CITY OF KANKAKEE				
STATUS	WHITE	BLACK	HISPANIC	TOTAL POPULATION
NOW MARRIED	47%	29%	42%	40%
SEPARATED	1.0%	7.0%	5.0%	3.0%
DIVORCED	11%	11%	7.0%	11%
WIDOWED	13%	6.0%	5.0%	11%

TABLE 7: MARITAL STATUS BY RACE FOR POPULATION AGE 15+, 1990 - CITY OF KANKAKEE				
STATUS	WHITE	BLACK	HISPANIC	TOTAL POPULATION
NEVER MARRIED	27%	47%	41%	34%
<i>Source: U.S. Census, 1990</i>				

The number of households in Kankakee declined overall by 6% from 1980 to 1990. However, the number of White households declined by 17%, while the number of Black households increased by 31%, and the number of Hispanic households increased by 117%. Household size declined by 3% from 1980 to 1990 for the total City population. Though all racial groups declined, the extent of the decline varied with a 5% decline for the White population, a 9% decline for the Black population and a 19% decline for the Hispanic population. (See Table 8)

TABLE 8: CHANGE IN NUMBER AND SIZE OF HOUSEHOLDS, BY RACE, 1980 AND 1990 - CITY OF KANKAKEE				
	% CHANGE IN NUMBER OF HOUSEHOLDS 1980-1990	PERSONS PER HOUSEHOLD		% CHANGE
		1980	1990	
TOTAL POPULATION	(6.0%)	2.6	2.52	(3.0%)
WHITE	(17%)	2.35	2.23	(5.0%)
BLACK	31%	3.45	3.14	(9.0%)
HISPANIC	117%	3.74	3.03	(19%)
<i>Source: U.S. Census, 1990</i>				

The number of families in Kankakee declined by 13%, overall, from 1980 to 1990. There is, however, wide variation among racial groups. The number of families in the White population decreased by 26.5% from 1980 to 1990. However, the number of families in the Black population increased by 23.7% and increased in the Hispanic population by 108%. There was very little change in family size in the overall population of Kankakee. The family size of all groups decreased from 1980 to 1990. The White population decreased by 1%, and the Black population decreased by 6.6%. The largest decrease was in the Hispanic population, 24% from 1980 to 1990. (See Table 9)

TABLE 9: CHANGE IN FAMILY NUMBER AND SIZE, BY RACE, 1980 AND 1990 - CITY OF KANKAKEE				
	% CHANGE IN NUMBER OF FAMILIES 1980-1990	PERSONS PER FAMILY 1980-1990		% CHANGE
TOTAL POPULATION	(13%)	3.24	3.22	(0.6%)
WHITE	(26.5%)	2.99	2.96	(1.0%)
BLACK	23.7%	3.93	3.67	(6.6%)
HISPANIC	108%	5.13	3.92	(24%)
<i>Source: U.S. Census, 1990</i>				

The number of married couple families decreased from 72% in 1980 to 63% in 1990, while the number of families headed by single women increased from 23% to 31% during the same period, for Kankakee as a whole. A decrease in the number of married families occurred in all racial groups. However, a slight decrease in the number of families headed by women was found in the Hispanic group, from 23% in 1980 to 22% in 1990. (See Table 10)

TABLE 10: FAMILY COMPOSITION BY RACE, 1980 AND 1990 - CITY OF KANKAKEE				
	% OF MARRIED COUPLE FAMILIES 1980-1990		% OF FEMALE SINGLE, HEAD OF HOUSEHOLD FAMILIES, 1980- 1990	
TOTAL POPULATION	72%	63%	23%	31%
WHITE	81%	77%	15%	18%
BLACK	45%	38%	49%	54%
HISPANIC	77%	66%	23%	22%
<i>Source: U.S. Census, 1990</i>				

4. DISABILITIES

Close to 7% of the residents aged 16 to 64 have a disability which limits their mobility or their ability to care for themselves, or both. 3.2% have limited mobility and 4.8% have limited self-care. (See Table 11)

TABLE 11: PERSONS 16-64 YEARS, WITH MOBILITY OR SELF-CARE LIMITATION, 1990 - CITY OF KANKAKEE		
	NUMBER	PERCENT
TOTAL PERSONS 16-64	15,100	100%
WITH MOBILITY OR SELF-CARE LIMITATION	1,035	6.9%
WITH MOBILITY LIMITATION	490	3.2%
WITH SELF-CARE LIMITATION	738	4.8%
<i>Source: U.S. Census, 1990</i>		

Close to 12% of residents aged 16 to 64, 1,788 people, had some form of work disability in 1990. 3.6% (534 people) were in the labor force in 1990 with a work disability and less than one-half a percent (63 people) were in the labor force with a mobility limitation. 7.2%, or 1,034 people, were unable to work because of a disability. (See Table 12)

TABLE 12: PERSONS 16-64 WITH WORK DISABILITY, 1980 AND 1990 - CITY OF KANKAKEE		
	NUMBER	1990 PERCENT
TOTAL PERSONS 16-64	15,100	100%
WITH A WORK DISABILITY	1,788	11.8%
WITH A WORK DISABILITY ABOUT IN THE LABOR FORCE	543	3.6%
WITH A WORK DISABILITY AND UNABLE TO WORK	1,094	7.2%
WITH MOBILITY LIMITATION AND IN THE LABOR FORCE	63	0.4%
<i>Source: U.S. Census, 1990</i>		

5. EDUCATION

Over 65% of the total population of Kankakee has received a high school diploma or has attended college. 34% have not completed high school. 12% have received a bachelor's degree or attended graduate or professional school. However, there are some differences in educational attainment among racial groups. The White population generally follows the pattern for the overall population. However, within the Black population, 41.9% have not completed high school, and 25.6% have only a high school diploma. Those attending and completing college follow the general pattern, with a slightly lower percentage receiving bachelor's degrees. Among Hispanics, 58.2% have not completed high school and 18.8% have a high school diploma. The proportion of Hispanics who have attended college and those who have received degrees is substantially lower than that of the other groups and of the total population, with the exception of graduate professional degrees. (See Table 13)

TABLE 13: EDUCATION BY RACE, 1990 - CITY OF KANKAKEE				
	TOTAL POPULATION	WHITE	BLACK	HISPANIC
NO HS DIPLOMA	34%	31%	41.9%	58.2%
HS DIPLOMA	30%	32.5%	25.6%	18.8%
COLLEGE/ NO DIPLOMA	18.3%	18.2%	18.8%	9.8%
AA	5.7%	5.7%	5.9%	7.0%
BA	7.8%	8.8%	5.8%	0.0%
GRAD PROFL.	3.7%	4.2%	2.1%	6.1%
<i>Source: U.S. Census, 1990</i>				

There were 5,415 students enrolled in elementary or high school in 1990. Due to the method of not specifying Hispanic only, there is some duplication in counting so that the total percentage does not equal 100%. However, of the total students, approximately 43% (2,302) were White, 54% (2,949) Black, less than 1% (46) Asian, and 4% (240) Hispanic.

6. EMPLOYMENT

Over 50% of Kankakee residents employed in 1990 worked in managerial, technical or sales professions. Operators and production workers accounted for 28.8% of employment and service workers for 18.2%, in 1990. It appears that the majority are employed in jobs requiring at least a high school diploma and some training beyond that level. (See Table 14)

TABLE 14: TYPE OF OCCUPATION, 1990 - CITY OF KANKAKEE	
PROFESSION	% EMPLOYED
Mgr./Prof.	22.2%
Tech/Sales	29.9%

TABLE 14: TYPE OF OCCUPATION, 1990 - CITY OF KANKAKEE	
PROFESSION	% EMPLOYED
Service	18.2%
Farming	0.8%
Production	8.7%
Operators	20.1%
<i>Source: U.S. Census, 1990</i>	

In 1990, almost three-quarters of those employed were salaried, non-governmental employees. 20% were employed in some form of government job. Only 4.5% were self-employed. (See Table 15)

TABLE 15: TYPE OF EMPLOYMENT, 1990 - CITY OF KANKAKEE	
TYPE OF EMPLOYMENT	% OF THOSE EMPLOYED
SALARY, NON-GOVERNMENT	72.6%
LOCAL GOVERNMENT	7.7%
STATE GOVERNMENT	10.7%
FEDERAL GOVERNMENT	1.5%
SELF	4.5%
UNPAID FAMILY	0.2%
<i>Source: U.S. Census, 1990</i>	

The overall unemployment rate for the City of Kankakee has increased steadily since 1990, reaching 13% by 1993 and began to decrease, reaching 9.7% in 1995 and 9.2% by June 1996. Slightly less than half of those who worked in 1989 worked 35 or more hours per week, 50 to 52 weeks per year, which would qualify them as employed full-time. The rest reported working either fewer hours or fewer weeks throughout the year. (See Table 16)

TABLE 16: UNEMPLOYMENT TRENDS, 1990-1996 - CITY OF KANKAKEE							
	1990	1991	1992	1993	1994	1995	1996
UNEMPLOYMENT	10.5%	11%	12.9%	13%	10.1%	9.7%	9.2%
PART-TIME	51%						
FULL-TIME	49%						
<i>Source: U.S. Census, 1990; Illinois Department of Employment Security</i>							

There are wide differences in unemployment rates among the racial groups. In 1990, the unemployment rate for the White population was 7%, for the Black population it was 17.7%, and for the Hispanic population, 13.7%. The percentage of persons aged 16 to 19 who had not completed high school and who were either unemployed or not in the labor force also varied widely among racial groups. Within the White population, 29.6% of this group were unemployed, compared to 35.2% of the Blacks and none of the Hispanics. 64.8% of the Black group was not in the labor force, compared to 31.1% of the White group and 43.1% of the Hispanic group. (See Table 17)

TABLE 17: UNEMPLOYMENT BY RACE, 1990 - CITY OF KANKAKEE			
	AVERAGE UNEMPLOYMENT RATE	NUMBER OF H.S. DROPOUTS AGE 16 - 19	
		UNEMPLOYED	NOT IN LABOR FORCE
TOTAL	10.5%	26.6%	45.4%
WHITE	7.0%	29.6%	31.1%
BLACK	17.7%	35.2%	64.8%
HISPANIC	13.7%	0.0%	43.1%
<i>Source: U.S. Census, 1990</i>			

7. INCOME

The per capita income for all residents of Kankakee increased by 55% from \$6,695 in 1980 to \$10,354 in 1990. Similarly, the median household income rose by 36% and the median family income by 49% from 1980 to 1990. (See Table 18)

TABLE 18: PER CAPITA, HOUSEHOLD AND FAMILY INCOME, 1980 AND 1990 - CITY OF KANKAKEE		
	1980	1990
PER CAPITA INCOME	\$6,695	\$10,354
MEDIAN HOUSEHOLD INCOME	\$14,852	\$20,238
MEDIAN FAMILY INCOME	\$17,837	\$26,634
<i>Source: U.S. Census, 1980, 1990</i>		

There were, however, differences among racial groups in both the level and the rate of growth of per capita and household income in 1990. The per capita and household income of the White population are higher than the average for the City. The per capita income of the Black and Hispanic population are significantly lower than that of the White group. Mean household income increased for all groups. (See Table 19)

TABLE 19: PER CAPITA AND HOUSEHOLD INCOME BY RACE, 1990 - CITY OF KANKAKEE		
	PER CAPITA INCOME	HOUSEHOLD MEAN INCOME
TOTAL POPULATION	\$10,354	\$20,382
WHITE	\$12,334	\$28,482
BLACK	\$7,106	\$20,562
HISPANIC	\$6,865	\$29,228
<i>Source: U.S. Census, 1990</i>		

There has been an increase in the number of Kankakee residents whose income includes social security from 31% in 1980 to 34.5% in 1990, which may be due to the increase in people aged 65 and older. The percent receiving public assistance increased only slightly from 12% in 1980 to 13% in 1990. The percentage whose income consists of earnings has decreased from 77% in 1980 to 70% in 1990. (See Table 20)

TABLE 20: TYPE OF INCOME, 1980 AND 1990 - CITY OF KANKAKEE		
	1980	1990
EARNINGS	77%	70%
WITH SOCIAL SECURITY	31%	34.5%
WITH PUBLIC ASSISTANCE	12%	13%
WITH RETIREMENT	N/A	16%
<i>Source: U.S. Census, 1990</i>		

People living in poverty has increased from 18% in 1980 to 23.5% in 1990. The greatest increase was in children under age 18 living in poverty, which grew from 29.4% in 1980 to 36.7% in 1990. The percentage of families living in poverty rose from 14.7% in 1980 to 20.3% in 1990. (See Table 21)

TABLE 21: POVERTY, 1980 AND 1990 - CITY OF KANKAKEE		
PERSONS IN POVERTY	1980	1990
ALL AGES	18%	23.5%
UNDER 18 YEARS	29.4%	36.7%
5 - 17 YEARS	26%	32.5%
65+	11.6%	13.7%

TABLE 21: POVERTY, 1980 AND 1990 - CITY OF KANKAKEE		
PERSONS IN POVERTY	1980	1990
FAMILIES IN POVERTY	14.7%	20.3%
<i>Source: U.S. Census, 1990</i>		

8. HOUSING

The number of total housing units decreased by 3.2%, and the total occupied units decreased by 5.1% from 1980 to 1990. During the same period, the number of owner occupied units dropped by 12.6%, while renter occupied units increased by 4.1%. The vacancy rate for Kankakee was 6.9% in 1980, increasing to 9.4% in 1990. (See Table 22)

TABLE 22: HOUSING UNITS, 1980 AND 1990 - CITY OF KANKAKEE			
	1980	1990	% CHANGE
TOTAL HOUSING UNITS	11,760	11,380	(3.2%)
TOTAL OCCUPIED UNITS	10,959	10,397	(5.1%)
OWNER OCCUPIED	55%	51%	(12.6%)
RENTER OCCUPIED	45%	49%	(4.1%)
VACANCIES	7%	9.4%	21.9%
<i>Source: U.S. Census, 1990</i>			

The proportion of single family homes decreased from 70% in 1980, to 61% in 1990. The number of multi-family homes also decreased from 30% in 1980, to 24% in 1990, while the number of mobile homes and trailers increased from under one-half a percent in 1980, to 2% of the housing stock in 1990. (See Table 23)

TABLE 23: TYPE OF HOUSING, 1980 AND 1990 - CITY OF KANKAKEE		
% OF TOTAL HOUSING	1980	1990
SINGLE FAMILY UNITS	70%	61%
DUPLEXES	N/A	12%
APARTMENTS	30%	24%
MOBILE HOMES, TRAILERS	0.4%	2.0%
<i>Source: U.S. Census, 1980 and 1990</i>		

Single family homes remained predominantly owner occupied, 69% in 1980 and 70% in 1990. Multi-family homes increased from 80% renter occupied in 1980 to 84% in 1990. The percentage of unoccupied single family homes increased only slightly from 1980 to 1990, and the number of unoccupied apartments increased from 10% in 1980 to 13% in 1990. (See Table 24)

TABLE 24: HOUSING TYPE AND OCCUPATION, 1980 AND 1990 - CITY OF KANKAKEE						
HOUSING TYPE	OWNER OCCUPIED		RENTER OCCUPIED		NOT OCCUPIED	
	1980	1990	1980	1990	1980	1990
Single Family	69%	70%	26%	24.3%	5.0%	5.7%
Duplexes		14%		72%		15%
Apartments	10%	3.0%	80%	84%	10%	13%
Mobile Homes, Trailers	56%	79%	44%	12%	0.0%	10%
<i>Source: U.S. Census, General Housing Characteristics, 1980 and 1990</i>						

The proportion of dwellings in Kankakee with more than one person per room remained at 6.4% in 1980 and 6.5% in 1990 for renter occupied units. There was a slight decrease in owner occupied units from 3.6% in 1980 to 2% in 1990. (See Table 25)

TABLE 25: PERSONS PER ROOM, 1980 AND 1990 - CITY OF KANKAKEE		
	1.01 OR MORE PERSONS/ROOM	
	1980	1990
OWNER OCCUPIED	3.6%	2.0%
RENTER OCCUPIED	6.4%	6.5%
<i>Source: U.S. Census, General Housing Characteristics, 1980 and 1990</i>		

C. POPULATION TRENDS

This Chapter analyzes trends and the relationship between population, employment, income and housing data. These, along with the data and characteristics provide the basis for identification of issues in each of the Plan Elements.

Population estimates for the City of Kankakee, the urban and urbanizing areas and for the Metropolitan Region were assembled from a variety of sources, including the U.S. Bureau of the Census, the Illinois Bureau of the Budget (IBOB), Northeastern Illinois Planning Commission, Data Resources, Inc. , and Woods and Pool Economics, Inc.

The population of the City of Kankakee has been declining over the past 20 years, continuing a trend which started in the 1970's. Both Kankakee County and the City lost a substantial number of jobs and population during this period of economic decline.

The population of the City of Kankakee decreased by 8.5% from 1980 to 1990. The number of households decreased by 6%, and the number of people per household decreased from 2.63 to 2.53, or 3%, during the same period. It is difficult to project population change for the City of Kankakee because of unknown factors affecting population change, such as increases or decreases in sources of employment. (See Table 26)

TABLE 26: POPULATION CHANGE, 1980 TO 1990 - CITY OF KANKAKEE			
	1980	1990	% CHANGE 1980-1990
TOTAL POPULATION	30,141	27,575	(8.5%)
NUMBER OF HOUSEHOLDS	11,070	10,397	(6.0%)
PERSONS PER HOUSEHOLD	2.6	2.5	(3.0%)
<i>Source: U.S. Census, General Social and Economic Characteristics, 1980, Table 115; and General Population Characteristics, 1990, Table 64</i>			

Kankakee County contains 19 municipalities. Nearly 60% of the County's population lives in the metropolitan area which is comprised of the City of Kankakee, and the Villages of Bradley, Bourbonnais and Aroma Park. In recent years, most population growth has been occurring in the Metropolitan area and in the Village of Manteno.

Population projections for Kankakee County are dramatically inconsistent. Projections vary from a projected decrease of 5.5% over the next 20 years, estimated by the Illinois Bureau of the Budget, to a projected increase of 10.2%, an estimate made by Woods and Poole. These differences are primarily the result of different estimation methods. The Woods and Poole projected population increase may be the result of their weighting of the continued expansion of suburbs around the City of Chicago. (See Table 27)

TABLE 27: POPULATION PROJECTIONS, 1980 TO 2010 - KANKAKEE COUNTY					
SOURCE	1980	1990	2000	2010	% CHANGE 1980-2010
IBOB ¹	102,926	97,130	93,383	91,836	(5.5%)
DRI ²	103,520	100,290	98,380	96,506	(3.8%)
Woods & Poole ³	102,930	96,880	102,680	106,800	10.2%
<i>Source: ¹ IBOB - Illinois Bureau of Budget, 1990 ² DRI - Data Resources, Inc., 1990; note: the DRI estimate for 2010 is extrapolated from DRI estimates for 1990 and 2000 ³ Woods and Poole Economics, Inc., 1990</i>					

One approach to dealing with these divergent projections is to compare the growth projections for Kankakee County to those of its neighboring counties. The counties North and Northwest of Kankakee County are projected to increase in population and those to the South of the County are projected to decline in population. Expansion of the Chicago suburban area is a likely explanation for the projected growth to the North and Northwest. If this explanation is assumed to be correct, it would be unreasonable to expect Kankakee County to have a rate of decline similar to Ford or Iroquois Counties which are farther removed from the Chicago Metropolitan area, or a rate of growth similar to Will County which is in greater proximity to Chicago. A rate of growth between that of Iroquois County (-7%) and that of Will County (23%) would appear to be more congruent with Kankakee County's geographic location. This argument would give greater credence to the Woods and Poole estimate of 10.2% growth in the County's population.

A further argument that strengthens the Woods and Poole projection of a population increase is based on the different approaches used by IBOB and Woods and Poole. IBOB projections are heavily dependent upon the decennial population data of the U.S. Bureau of the Census and upon assumptions about future changes in fertility, mortality and migration. Furthermore, IBOB estimates are not broken down by county and, therefore, do not account for intrastate migration.

The IBOB approach to population projection is problematic when applied to Kankakee County due to some of the changes that have occurred in it in the past decade. Between 1978 and 1982 the area underwent a rapid economic decline, with employment declining from 39,575 in 1978, to 36,175 in 1982. A sharp reversal of this trend began in 1983 and is continuing to date. The same reversal is evidenced in the table showing net new housing units in Kankakee County in the years 1980-1990. Since the IBOB projections are heavily dependent on the decennial data of the census and do not account for intrastate migration, the changes that started in mid-decade, which show a steady growth in the County's economy, are not reflected in the IBOB projections. The Woods and Poole projections, on the other hand, are based on a regional forecasting model that projects county migration based on current and recent years employment opportunities.

Therefore, the economic growth trend that started in the mid-eighties and which has continued to the present time, is better reflected in the Woods and Poole approach. Given these considerations, the Woods and Poole projections will be used to estimate future population growth for the City of Kankakee.

Based on the current composition of the population of the City of Kankakee, as seen in the population characteristics tables herein, the population of Kankakee is likely to become increasingly minority, with an aging White population. There is no indication of increasing educational levels, and poverty has historically shown to be directly related to educational levels. The unemployment rate is increasing, and there are wide discrepancies in employment and income between Black, Hispanic and White populations. The number of people living in poverty has been steadily increasing. Housing is increasingly renter occupied, and the vacancy rate is also increasing. The proportion of single family homes is decreasing, although single family homes remain predominantly owner occupied.

In general, there is room for growth in the City and the County, and it is reasonable to assume that the continued growth of the Chicago Metropolitan Region will impact on Kankakee. However, even if the County's population grows, that growth is not likely to occur in the City of Kankakee if economic and social circumstances remain the same. The actual rate of population change will depend primarily upon changes in the economic condition of the City both in terms of new sources of employment, and in redevelopment and revitalization of the Central Business District.

D. NEIGHBORHOOD CHARACTERISTICS

Kankakee consists of many established neighborhoods, whose residents vary substantially by economic level, race, ethnicity and age. Each neighborhood has its own distinct character and needs. The following data, groups these neighborhoods into four areas, based primarily on median family income. This factor seemed most predictive of related factors including unemployment, education, level of poverty and percentage of renters, all of which contribute to the problems to be addressed by each neighborhood. For each area, an Area Summary and a locational map are

provided, followed by a description of each neighborhood in the Area and a Neighborhood Profile. All of the data is based on the U.S. Census, 1990. The neighborhoods may not follow residents' perceived neighborhoods since, for statistical purposes, they are areas identified by the U.S. Census, through participation in the User Defined Areas Program, with names assigned by the City's Community Development Agency staff. The following map of the City of Kankakee identifies the Areas and their neighborhoods.

(See Appendix - A, Figure 8: Neighborhoods - City of Kankakee)

1. AREA ONE

Area One includes Riveredge (014), Westwood (018), Bird Park (019), West Kankakee (020), Gracefield (021), Knollwood (022), Country Club Hills (007) and Historic Riverview (008).

(See Appendix - A, Figure 9: Area One)

Area One neighborhoods comprise the wealthiest in Kankakee, with median family incomes ranging from \$31,591 to \$49,432. The population is well educated with 55% completing some college. The unemployment rates are at or below the City-wide average of 10.5% in 1990, ranging from 0% in Riveredge, Westwood and Bird Park to 9% in Gracefield. There are very few individuals living in poverty in this Area. Housing is predominantly single-family and, except for Riveredge and Bird Park, owner occupied.

a. Riveredge

Riveredge is a small wedge-shaped area located between the Kankakee River and Kennedy Drive and has a small, predominantly White population with 98% White and 2% Black. Riveredge is a middle-aged community with 21% of its residents below age 18; 25% age 65 or older; and a median age of 38. None of the population has mobility or self-care limitations.

Over 43% of the residents have completed some college, 15% with bachelor's or graduate training; 30% have completed high school. 27% have not received a high school diploma. There is no unemployment indicated in this neighborhood. The median family income is \$37,231. 3% of the residents live below the poverty level. The education and employment data indicate that there is no need for any special programs for this neighborhood. However, individuals in need of special services should be included in appropriate city-wide programs. The housing stock is generally older with 93% having been built before 1970, and half before 1956. 51% are single family homes and 49% are apartments and duplexes. The median home value is \$43,200 and the median monthly rent is \$506. There does not appear to be a problem with housing maintenance in this neighborhood.

NEIGHBORHOOD PROFILE: RIVEREDGE	
POPULATION	322
MEDIAN AGE	38
RACE	98% WHITE 2% BLACK
DISABILITIES	0% (AGES 16-64) 0% (AGES 65+)
EDUCATION	27% NO HIGH SCHOOL DIPLOMA 30% HIGH SCHOOL DIPLOMA 43% SOME COLLEGE (15% BACHELOR'S OR GRADUATE TRAINING)

NEIGHBORHOOD PROFILE: RIVEREDGE	
UNEMPLOYMENT	0%
PER CAPITA INCOME	\$14,248
MEDIAN FAMILY INCOME	\$37,231
TYPE OF OCCUPATION	40% MANAGER/PROFESSIONAL 25% TECHNICAL/SALES 5% SERVICE 13% PRODUCTION 18% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	75% EARNINGS 45% WITH SOCIAL SECURITY 5% WITH PUBLIC ASSISTANCE 10% WITH RETIREMENT
BELOW POVERTY LEVEL	3% INDIVIDUALS 0% CHILDREN UNDER 18 6% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	70% RENTERS \$506
AGE OF HOUSING	1956 MEDIAN YEAR BUILT
TYPE OF HOUSING	51% SINGLE FAMILY 49% DUPLEXES/APARTMENTS
OCCUPANCY RATE	100%
MEDIAN VALUE OF HOUSING	\$43,200
PERSONS PER ROOM 1.00 TO 1.5	0% OWNER OCCUPIED 0% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	44% BEFORE 1970 31% AFTER 1988

b. Westwood

Westwood, a small area of 167 residents, located in the Northwest end of Kankakee, along the Kankakee River, had no minority residents as of the 1990 Census. The Riverside Medical Center is located in Westwood. There are no residents identified with mobility or self-care limitations. 22% are under age 18; 13% are ages 19 to 20; all other residents are over age 50, with 22% age 80 or older. The median age is 53.

All of the residents are high school graduates, and 62% have attended college; 46% have bachelor's or graduate training. There is no unemployment and the median family income is \$43,929. There is no one living below the poverty level in this area. The housing is all single family homes, all but two of which were constructed between 1960 and 1969. The median home value is \$264,300, compared to the City median of \$39,500. No social services or housing maintenance program are indicated for Westwood.

NEIGHBORHOOD PROFILE: WESTWOOD	
POPULATION	167
MEDIAN AGE	53
RACE	100% WHITE
DISABILITIES	NONE
EDUCATION	0% NO HIGH SCHOOL DIPLOMA 38% HIGH SCHOOL DIPLOMA 62% SOME COLLEGE (46% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	0%
PER CAPITA INCOME	\$14,674
MEDIAN FAMILY INCOME	\$43,929
TYPE OF OCCUPATION	100% MANAGER/PROFESSIONAL
TYPE OF INCOME (HOUSEHOLDS)	71% EARNINGS 29% WITH SOCIAL SECURITY
BELOW POVERTY LEVEL	NONE
RENTERS MEDIAN RENT/MONTH	NONE
AGE OF HOUSING	1966 MEDIAN YEAR BUILT
TYPE OF HOUSING	100% SINGLE FAMILY
OCCUPANCY RATE	100%
MEDIAN VALUE OF HOUSING	\$264,300
PERSONS PER ROOM 1.00 TO 1.5	0% OWNER OCCUPIED

NEIGHBORHOOD PROFILE: WESTWOOD	
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	100% 1970-1979

c. Bird Park

Bird Park, located on the West bank of the Kankakee River, is bordered on the North by the ConRail tracks, the West by Main Street and the South by Station Street, is a neighborhood with 92% White and 8% Black residents. 17% of the residents are under age 13. There are no teenagers and 35% are age 65 or over. 3% of those aged 16 to 64, and 15% of those age 65 and over have mobility or self-care limitations.

32% of the residents have completed high school and 31% have completed some college, 14% with bachelor's or graduate training. 36% have not completed high school. There is no unemployment and the median family income is \$31,591. 9% of the residents live below the poverty level, including 14% of those age 65 or over. There does not appear to be a need for a neighborhood program although senior citizens with special needs should be encouraged to participate in city-wide services. The housing is older, with 90% having been built before 1980 and half prior to 1964. Owners account for 30% of the occupied housing and renters for 70%. Single family homes comprise 42% of the housing and the median home value is \$45,900. 58% is in apartments and duplexes, and the median monthly rent is \$406. The relative age of the housing indicates a need to monitor housing maintenance.

NEIGHBORHOOD PROFILE: BIRD PARK	
POPULATION	496
MEDIAN AGE	38
RACE	92% WHITE 8% BLACK
DISABILITIES	3% (AGE 16 TO 64) 15% (AGE 65+)
EDUCATION	36% NO HIGH SCHOOL DIPLOMA 32% HIGH SCHOOL DIPLOMA 31% SOME COLLEGE (14% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	0%
PER CAPITA INCOME	\$14,313
MEDIAN FAMILY INCOME	\$31,591
TYPE OF OCCUPATION	22% MANAGER/PROFESSIONAL 30% TECHNICAL/SALES 16% SERVICE 8% PRODUCTION 23% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	51% EARNINGS 50% WITH SOCIAL SECURITY 2% WITH PUBLIC ASSISTANCE 15% WITH RETIREMENT
BELOW POVERTY LEVEL	9% INDIVIDUALS 14% (AGE 65+)
RENTERS MEDIAN RENT/MONTH	70% \$406

NEIGHBORHOOD PROFILE: BIRD PARK	
AGE OF HOUSING	1964 MEDIAN YEAR BUILT
TYPE OF HOUSING	42% SINGLE FAMILY 58% APARTMENTS/DUPLEXES
OCCUPANCY RATE	96%
MEDIAN VALUE OF HOUSING	\$45,900
PERSONS PER ROOM 1.00 TO 1.5	0% OWNER-OCCUPIED 0% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	54% BETWEEN 1985-1988 57% AFTER 1984

d. West Kankakee

West Kankakee is bordered on the East by the Kankakee River, the North by Station Street, the South by Calista Avenue and the West by Roosevelt Avenue and has 98% White and 2% Asian residents. The population is somewhat older, with a median age of 41. 17% of the residents are under age 18; and 22% are age 65 or older. 3% of those age 16 to 64, and 22% of those age 65 or older have mobility or self-care limitations.

The residents in this area are well educated with 42% having completed high school; and 36% having some college, 10% with bachelor's or graduate training. 22% have not completed high school. The unemployment rate is 3%. The median family income is \$35,303. 2% of the residents live below the poverty level, including 2% of the children under age 18, and 5% of those age 65 and over. The level of family income and the low unemployment rate indicate that a neighborhood program of social services is not needed, though individuals may need to participate in city-wide services. The housing is older; 95% was constructed before 1970, half before 1947. 75% of the housing is owner-occupied; 83% consists of single family homes. The median home value is \$46,100 and the median monthly rent is \$388. The age of the housing would indicate a need for monitoring housing maintenance.

NEIGHBORHOOD PROFILE: WEST KANKAKEE	
POPULATION	2,078
MEDIAN AGE	41
RACE	98% WHITE 2% ASIAN
DISABILITIES	3% (AGE 16 TO 64) 22% (AGE 65+)
EDUCATION	22% NO HIGH SCHOOL DIPLOMA 42% HIGH SCHOOL DIPLOMA 36% SOME COLLEGE (10% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	3%
PER CAPITA INCOME	\$14,217
MEDIAN FAMILY INCOME	\$35,303
TYPE OF OCCUPATION	21% MANAGER/PROFESSIONAL 32% TECHNICAL/SALES 25% SERVICE 10% PRODUCTION 12% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	71% EARNINGS 37% WITH SOCIAL SECURITY 7% WITH PUBLIC ASSISTANCE 25% WITH RETIREMENT
BELOW POVERTY LEVEL	2% INDIVIDUALS 2% (UNDER AGE 18) 5% (AGE 65+)

NEIGHBORHOOD PROFILE: WEST KANKAKEE	
RENTERS MEDIAN RENT/MONTH	25% \$388
AGE OF HOUSING	1947 MEDIAN YEAR BUILT
TYPE OF HOUSING	83% SINGLE FAMILY 17% APARTMENTS/DUPLEXES
OCCUPANCY RATE	96%
MEDIAN VALUE OF HOUSING	\$46,100
PERSONS PER ROOM 1.00 TO 1.5 1.5 OR MORE	0% OWNER OCCUPIED 0% RENTER OCCUPIED 1% OWNER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	73% BEFORE 1980 76% AFTER 1984

e. Gracefield

Gracefield, located on the far West boundary of Kankakee, is bordered on the North by Calista Street, the East by Curtis Avenue, and the South by State Route 115 (Jeffery Street), is a racially mixed neighborhood with 82% White, 12% Black, 5% Hispanic and 1% Asian. The population is slightly older, with a median age of 39; 27% of the residents under age 18; and 12% age 65 or over. 3% of the residents age 16 to 64, and 21% of those age 65 or over, have mobility or self-care limitations.

The population is well-educated with 21% having completed high school and 72% having some college, 44% with a bachelor's or graduate training. 7% have no high school diploma. The unemployment rate is 7% and the median family income is \$49,432. 3% of the residents live below the poverty level, including 3% of those age 65 or over. The level of income does not indicate a need for social services, though some job placement is indicated by the unemployment rate. The housing is older; 98% was built before 1980, half before 1965. 79% is single family homes and 21% apartments. Owners account for 76% of the occupied units. The median home value is \$85,500 and the median monthly rent is \$482. Given the income level and the value of the housing, housing maintenance is not likely to be a problem.

NEIGHBORHOOD PROFILE: GRACEFIELD	
POPULATION	988
MEDIAN AGE	39
RACE	82% WHITE 12% BLACK 5% HISPANIC 1% ASIAN
DISABILITIES	3% (AGE 16 TO 64) 21% (AGE 65+)
EDUCATION	7% NO HIGH SCHOOL DIPLOMA 21% HIGH SCHOOL DIPLOMA 72% SOME COLLEGE (44% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	7%
PER CAPITA INCOME	\$18,430
MEDIAN FAMILY INCOME	\$49,432
TYPE OF OCCUPATION	54% MANAGER/PROFESSIONAL 37% TECHNICAL/SALES 5% SERVICE 1% PRODUCTION 3% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	89% EARNINGS 29% WITH SOCIAL SECURITY 0% WITH PUBLIC ASSISTANCE 22% WITH RETIREMENT

NEIGHBORHOOD PROFILE: GRACEFIELD	
BELOW POVERTY LEVEL	3% INDIVIDUALS 0% (UNDER AGE 18) 3% (AGE 65+)
RENTERS MEDIAN RENT/MONTH	24% \$482
AGE OF HOUSING	1965 MEDIAN YEAR BUILT
TYPE OF HOUSING	79% SINGLE FAMILY 21% APARTMENTS/DUPLEXES
OCCUPANCY RATE	97%
MEDIAN VALUE OF HOUSING	\$85,500
PERSONS PER ROOM 1.00 TO 1.5	3% OWNER OCCUPIED 0% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	55% BEFORE 1980 87% AFTER 1979

f. Knollwood

Knollwood is located West of the Kankakee River and is bordered by 4th Avenue on the East, Jeffery Street on the South, Curtis Avenue on the West and Calista Street on the North and is a racially mixed neighborhood, with 88% White, 12% Black, and less than 1% Hispanic. The population is middle-aged with a median age of 44. 31% of the residents are age 65 and over and 18% are under age 18. 4% of those aged 16 to 64, and 16% of those age 65 and over, suffer from mobility or self-care limitations.

The population is well-educated; 32% have completed high school; 46% have some college, 20% with bachelor's or graduate training. 22% have not completed high school. The unemployment is 4% and the median family income is \$36,131. 1% of the residents live below the poverty level, including 1% of those age 65 and over. There is no apparent need for a program of social services. The housing is older, half built prior to 1956. There are 72% single family homes, and 28% duplexes and apartments. Owners account for 73% of occupied units and the median home value is \$58,900. The median monthly rent is \$446. Given the income level and the value of the housing, housing maintenance is not likely to be a problem.

NEIGHBORHOOD PROFILE: KNOLLWOOD	
POPULATION	1,168
MEDIAN AGE	44
RACE	88% WHITE 12% BLACK LESS THAN 1% HISPANIC
DISABILITIES	4% (AGE 16 TO 64) 16% (AGE 65+)
EDUCATION	22% NO HIGH SCHOOL DIPLOMA 32% HIGH SCHOOL DIPLOMA 46% SOME COLLEGE (20% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	4%
PER CAPITA INCOME	\$13,553
MEDIAN FAMILY INCOME	\$36,131
TYPE OF OCCUPATION	36% MANAGER/PROFESSIONAL 34% TECHNICAL/SALES 7% SERVICE 2% FARMING 5% PRODUCTION 17% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	74% EARNINGS 41% WITH SOCIAL SECURITY 2% WITH PUBLIC ASSISTANCE 24% WITH RETIREMENT

NEIGHBORHOOD PROFILE: KNOLLWOOD	
BELOW POVERTY LEVEL	1% INDIVIDUALS 0% (UNDER AGE 18) 1% (AGE 65+)
RENTERS MEDIAN RENT/MONTH	27% \$446
AGE OF HOUSING	1956 MEDIAN YEAR BUILT
TYPE OF HOUSING	72% SINGLE FAMILY 28% APARTMENTS/DUPLEXES
OCCUPANCY RATE	96%
MEDIAN VALUE OF HOUSING	\$58,900
PERSONS PER ROOM 1.00 TO 1.5	0% OWNER OCCUPIED 0% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	41% BEFORE 1980 84% AFTER 1984

g. Country Club Hills

Country Club Hills, bordered by the Kankakee River on the South, Poplar Avenue on the West, Interstate 57 on the East, and Sunnyside Avenue on the North, is 86% White, 10% Black, 3% Hispanic and 1% Asian. The population is spread over all age ranges, with 29% of the residents below age 18; 12% age 65 or over; and a median age of 33. 4% of the residents between ages 16 and 64, and 22% of those age 65 or over, have mobility or self-care limitations.

The population of Country Club Hills is well-educated; 59% have some college, 29% with bachelor's and 12% with graduate training. 16% have not completed high school. The unemployment rate is 3.6%, and the median family income is \$40,139. Thus, income and employment are not a general problem in this area. However, 5% of the residents live below the poverty level, including 10% of children under age 18, and 4% of those age 65 or older. No neighborhood program seems indicated though there appears to be individuals who could benefit from education for completion of high school, and health and social services for families with children. 87% of the housing is single family homes, with the remainder being duplexes and apartments. The housing stock is older. All of the housing was built before 1985; 39% was built before 1939, and the median year built is 1949. Owners account for 81% of the occupied units, with a median home value of \$44,100, and renters for 19%, with median rent of \$495. Thus, though the housing is older, the income, employment and poverty data indicate that the housing stock is likely to be generally well maintained.

NEIGHBORHOOD PROFILE: COUNTRY CLUB HILLS	
POPULATION	1,187
MEDIAN AGE	33
RACE	86% WHITE 10% BLACK 3% HISPANIC 1% ASIAN
DISABILITIES	4% (AGES 16-64) 22% (AGE 65+)
EDUCATION	16% NO HIGH SCHOOL DIPLOMA 25% HIGH SCHOOL DIPLOMA 59% SOME COLLEGE (29% BACHELOR'S/12% GRADUATE TRAINING)
UNEMPLOYMENT	3.6%
PER CAPITA INCOME	\$15,424
MEDIAN FAMILY INCOME	\$40,139
TYPE OF OCCUPATION	40% MANAGER/PROFESSIONAL 32% TECHNICAL/SALES 3% SERVICE 8% PRODUCTION 17% OPERATORS

NEIGHBORHOOD PROFILE: COUNTRY CLUB HILLS	
TYPE OF INCOME (HOUSEHOLDS)	74% EARNINGS 31% WITH SOCIAL SECURITY 5% WITH PUBLIC ASSISTANCE 20% WITH RETIREMENT
BELOW POVERTY LEVEL	5% INDIVIDUALS 10% CHILDREN UNDER 18 4% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	19% \$495
AGE OF HOUSING	1949 MEDIAN YEAR BUILT
TYPE OF HOUSING	87% SINGLE FAMILY 13% APARTMENTS/DUPLEXES
OCCUPANCY RATE	91%
MEDIAN VALUE OF HOUSING	\$44,100 (OWNER OCCUPIED)
PERSONS PER ROOM GREATER THAN 1.00	2% OWNER OCCUPIED (1.5 OR MORE) 0% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	90% BEFORE 1989 24% FROM 1985-1988 77% SINCE 1985

h. Historic Riverview

Historic Riverview is bordered by the Kankakee River, River and Eagle Streets on the North and Poplar Avenue on the West and is 97% White, 2% Black, 1% Asian and less than 1% Hispanic. The population is slightly older, with 29% of the residents under age 18, 20% age 65 or older and a median age of 38. 3% of the population ages 16 to 64, and 6% of those age 65 and older, have mobility or self-care limitations.

The population of Historic Riverview is well educated. 55% have some college, 17% with bachelor's degrees and 11% with graduate training. 18% have not completed high school. The unemployment rate is 6%. The median family income is \$42,434. Thus, income and employment are not a general problem. However, 5% of the residents live below the poverty level, including 13% of the children below age 18, and 6% of those age 65 and older. No neighborhood-wide program seems indicated though there appear to be individuals who could benefit from education for the completion of high school, and health and social services for families with children. Single family homes account for 71% of the housing. The housing stock is older; all of the housing was built before 1984 and the median year built is 1940. Owners account for 62% of the occupied units with a median home value of \$61,500; renters account for 38%, with a median monthly rent of \$277. Thus, though housing is older, the income, employment and poverty data indicate that the housing stock is likely to be generally well-maintained.

NEIGHBORHOOD PROFILE: HISTORIC RIVERVIEW	
POPULATION	1,472
MEDIAN AGE	38
RACE	97% WHITE 2% BLACK 1% ASIAN LESS THAN 1% HISPANIC
DISABILITIES	3% (AGE 16-64) 6% (AGE 65+)
EDUCATION	18% NO HIGH SCHOOL DIPLOMA 27% HIGH SCHOOL DIPLOMA 55% SOME COLLEGE (17% BACHELOR'S/11% GRADUATE TRAINING)
UNEMPLOYMENT	6%
PER CAPITA INCOME	\$18,241
MEDIAN FAMILY INCOME	\$42,434
TYPE OF OCCUPATION	37% MANAGER/PROFESSIONAL 34% TECHNICAL/SALES 13% SERVICE 6% PRODUCTION 10% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	65% EARNINGS 41% WITH SOCIAL SECURITY 2% WITH PUBLIC ASSISTANCE 24% WITH RETIREMENT

NEIGHBORHOOD PROFILE: HISTORIC RIVERVIEW	
BELOW POVERTY LEVEL	5% INDIVIDUALS 13% CHILDREN UNDER 18 6% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	38% \$277
AGE OF HOUSING	1940 MEDIAN YEAR BUILT
TYPE OF HOUSING	71% SINGLE FAMILY 28% APARTMENTS/DUPLEXES LESS THAN 1% OTHER
OCCUPANCY RATE	96%
MEDIAN VALUE OF HOUSING	\$61,500 (OWNER OCCUPIED)
PERSONS PER ROOM GREATER THAN 1.00	0% OWNER OCCUPIED (1/51 OR MORE) 4% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	96% BEFORE 1985 89% SINCE 1980

2. AREA TWO

Area Two includes Marycrest (004), Sunnyside (006), Southside (025), Kensington (024) and White City (015).

(See Appendix - A, Figure 10: Area Two)

Area Two neighborhoods have median family incomes ranging from \$22,904 to \$29,135. The population is moderately well-educated, with high school completion rates ranging from 55% in Marycrest to 79% in Southside. The unemployment rates are generally above the city-wide average of 9.2% in June 1996, ranging from 7% in Southside to 20% in Kensington. A substantial percentage of the children of this area live below the poverty level. The housing is older and close to half of the units are renter occupied.

a. Marycrest

Marycrest, located immediately to the West of Interstate 57, bordered by the ConRail tracks on the South and North and Hobbie Street on the West, is 10% White, 89% Black and 1% Hispanic. The population is younger, with 40% under the age of 18, 32% of the adults under 40, 5% age 65 or over, and a median age of 21. 5% of the population ages 16 to 64, and 16% of those 65 or over, have mobility or self-care limitations.

A substantial portion of the residents of Marycrest are under-educated. 45% have not graduated from high school. However, 23% do have high school diplomas and 32% have some college, including 2% with a bachelor's and less than 1% with a graduate degree. The residents of Marycrest have a higher than average unemployment rate of 12%. Thus, completion of high school would be a desired part of any job training and placement program. The median, annual family income is \$27,846. However, 26% of the residents, including 42% of the children under age 18, live below the poverty level. This high proportion of children in poverty indicates the need for health and social services geared to families with children. The housing is older, 94% single family homes, with 88% of all housing built before 1980, half prior to 1957. Owners account for 59% of the occupied units and the median value of their houses is \$30,400. Renters account for 41%, and pay a median monthly rent of \$456. The education, employment, poverty and housing data indicate that there is probably a mix of housing maintenance levels and that a program of housing maintenance could support individual efforts to maintain existing housing stock.

NEIGHBORHOOD PROFILE: MARYCREST	
POPULATION	2,052
MEDIAN AGE	21
RACE	10% WHITE 89% BLACK 1% HISPANIC
DISABILITIES	5% (AGES 16-64) 16% (AGE 65+)
EDUCATION	45% NO HIGH SCHOOL DIPLOMA 23% HIGH SCHOOL DIPLOMA 32% SOME COLLEGE
UNEMPLOYMENT	12%
PER CAPITA INCOME	\$7,284
MEDIAN FAMILY INCOME	\$27,846

NEIGHBORHOOD PROFILE: MARYCREST	
TYPE OF OCCUPATION	16% MANAGER/PROFESSIONAL 24% TECHNICAL/SALES 27% SERVICE 2% FARMING 7% PRODUCTION 24% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	83% EARNINGS 21% WITH SOCIAL SECURITY 16% WITH PUBLIC ASSISTANCE 11% WITH RETIREMENT
BELOW POVERTY LEVEL	26% INDIVIDUALS 42% CHILDREN UNDER 18 6% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	41% \$445
AGE OF HOUSING	1957 MEDIAN YEAR BUILT
TYPE OF HOUSING	94% SINGLE FAMILY
OCCUPANCY RATE	93%
MEDIAN VALUE OF HOUSING	\$30,400 (OWNER OCCUPIED)
PERSONS PER ROOM GREATER THAN 1.00	5% OWNER OCCUPIED 10% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	19% BEFORE 1970 68% BETWEEN 1970-1988 56% AFTER 1988

b. Sunnyside

Sunnyside is a wedge shaped area located South of Hobbie Heights, bordered on the Northeast by Maple Street, reaching to the Kankakee Country Club on the South and extending as far as Orchard and Poplar Avenues on the West and is a racially mixed neighborhood with 52% White, 46% Black, 1% Hispanic and 1% Native American residents. The population is spread across all age ranges, with 31% under age 18; 15%, 65 or older; and a median age of 31. 5% of the population age 16 to 64 and 20% of those age 65 and older have mobility or self-care limitations.

The population of Sunnyside is moderately well educated. 41% of the residents have high school diplomas; and 32% have some college, with 11% of those having a bachelor's or graduate training. However, 27% of the residents have not completed high school. The unemployment rate is under 9% and the median, annual family income is \$29,135. Some assistance in education for completion of high school, as well as a job training and placement program is needed to reduce this above average unemployment rate. 16% of the population, including 26% of the children, live below the poverty level. Assistance of health and social services to selected families with children is indicated. 79% of the housing is single family homes; the remaining are duplexes or apartments. 92% of the housing was built before 1970, with 31% built before 1939; the median year built is 1953. Owners account for 64% of the housing and the median value of their homes is \$33,500. Renters account for 36% and the median monthly rent is \$432. Given the age of the housing, monitoring and/or assistance for housing maintenance would be useful in maintaining the housing stock.

NEIGHBORHOOD PROFILE: SUNNYSIDE	
POPULATION	1,792
MEDIAN AGE	31
RACE	52% WHITE 46% BLACK 1% HISPANIC 1% NATIVE AMERICAN
DISABILITIES	5% (AGES 16-64) 20% (AGE 65+)
EDUCATION	27% NO HIGH SCHOOL DIPLOMA 41% HIGH SCHOOL DIPLOMA 32% SOME COLLEGE 11% (BACHELOR'S/GRADUATE TRAINING)
UNEMPLOYMENT	9%
PER CAPITA INCOME	\$11,126
MEDIAN FAMILY INCOME	\$29,135
TYPE OF OCCUPATION	13% MANAGER/PROFESSIONAL 37% TECHNICAL/SALES 19% SERVICE 8% PRODUCTION LESS THAN 1% FARMING 23% OPERATORS

NEIGHBORHOOD PROFILE: SUNNYSIDE	
TYPE OF INCOME (HOUSEHOLDS)	79% EARNINGS 31% WITH SOCIAL SECURITY 13% WITH PUBLIC ASSISTANCE 17% WITH RETIREMENT
BELOW POVERTY LEVEL	16% INDIVIDUALS 26% CHILDREN UNDER 18 10% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	36% \$432
AGE OF HOUSING	1953 MEDIAN YEAR BUILT
TYPE OF HOUSING	79% SINGLE FAMILY 13% APARTMENTS 8% DUPLEXES
OCCUPANCY RATE	94%
MEDIAN VALUE OF HOUSING	\$33,500 (OWNER OCCUPIED)
PERSONS PER ROOM GREATER THAN 1.00	0% OWNER OCCUPIED 0% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	73% AFTER 1969 35% FROM 1970-1979 56% AFTER 1988

c. Southside

Southside, bordered by Water and Park Streets on the North, the Illinois Central Gulf railroad tracks on the East, Jeffery Street on the South and Sixth Avenue on the West, is 89% White, 10% Black and 1% Native American. The population is distributed across age groups with 22% below age 18; 15% age 65 or over; and a median age of 32. 4% of the residents between ages 16 and 64, and 17% of those age 65 and older have mobility or self-care limitations.

The residents of this area are well educated; 40% have high school diplomas; 39% have some college, 15% with bachelor's or graduate training. 21% have not completed high school. The unemployment rate is 7%. The median family income is \$25,956. 21% of the residents live below the poverty level, including 40% of the children under age 18, and 7% of those age 65 and older. Given the proportion of children living below the poverty level, a program of health and social services geared to low income families is indicated. The housing stock is older; 93% was built before 1960, half before 1940. 59% are single family homes, 19% duplexes and 21% apartments. Owners account for 56% of all occupied units and renters for 44%. The median home value is \$38,800 and the median monthly rent is \$368. Given the age of the housing and the income level, a housing maintenance program is indicated.

NEIGHBORHOOD PROFILE: SOUTHSIDE	
POPULATION	1,079
MEDIAN AGE	32
RACE	89% WHITE 10% BLACK 1% HISPANIC
DISABILITIES	4% (AGE 16 TO 64) 17% (AGE 65+)
EDUCATION	21% NO HIGH SCHOOL DIPLOMA 40% HIGH SCHOOL DIPLOMA 39% SOME COLLEGE (4% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	7%
PER CAPITA INCOME	\$11,330
MEDIAN FAMILY INCOME	\$25,956
TYPE OF OCCUPATION	23% MANAGER/PROFESSIONAL 26% TECHNICAL/SALES 16% SERVICE 12% PRODUCTION 24% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	75% EARNINGS 29% WITH SOCIAL SECURITY 9% WITH PUBLIC ASSISTANCE 16% WITH RETIREMENT

NEIGHBORHOOD PROFILE: SOUTHSIDE	
BELOW POVERTY LEVEL	21% INDIVIDUALS 40% (UNDER AGE 18) 7% (AGE 65+)
RENTERS MEDIAN RENT/MONTH	44% \$368
AGE OF HOUSING	1940 MEDIAN YEAR BUILT
TYPE OF HOUSING	59% SINGLE FAMILY 19% DUPLEXES 21% APARTMENTS
OCCUPANCY RATE	95%
MEDIAN VALUE OF HOUSING	\$38,800
PERSONS PER ROOM 1.00 TO 1.5	0% OWNER OCCUPIED 4% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	21% BEFORE 1960 92% AFTER 1979

d. Kensington

Kensington is located on the Southwest border of Kankakee, is bordered by Kensington Road on the East and Jeffery Street on the North, is 83% White, 9% Black and 8% Hispanic. The population is slightly older, with 27% under age 18; 21% age 65 or over; and a median age of 37. 4% of the residents age 16 to 64, and 25% of those 65 or older, have mobility or self-care limitations.

The population is moderately well-educated; 34% have completed high school and 33% have some college, 4% with a bachelor's or graduate training. However, 33% have not completed high school. The unemployment rate is 20%. Those residents who have not completed high school and are in the labor force should be targeted for participation in city-wide programs. The median family income is \$24,483. 11% of the residents live below the poverty level, including 19% of the children under age 18, and 9% of those age 65 and older. A program of health and social services is indicated geared towards low income families with children. The housing is older; 97% was built before 1970, half before 1952. 78% are single family homes and 22% are duplexes and apartments. Owners account for 73% of the occupied housing and renters for 27%. The median home value is \$39,800 and the median monthly rent is \$304. The housing age and the median family income indicate a need for a housing maintenance program.

NEIGHBORHOOD PROFILE: KENSINGTON	
POPULATION	803
MEDIAN AGE	37
RACE	83% WHITE 9% BLACK 8% HISPANIC
DISABILITIES	4% (AGE 16 TO 64) 25% (AGE 65+)
EDUCATION	33% NO HIGH SCHOOL DIPLOMA 34% HIGH SCHOOL DIPLOMA 33% SOME COLLEGE (4% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	20%
PER CAPITA INCOME	\$10,244
MEDIAN FAMILY INCOME	\$24,483
TYPE OF OCCUPATION	25% MANAGER/PROFESSIONAL 23% TECHNICAL/SALES 18% SERVICE 4% FARMING 14% PRODUCTION 15% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	71% EARNINGS 48% WITH SOCIAL SECURITY 6% WITH PUBLIC ASSISTANCE 21% WITH RETIREMENT

NEIGHBORHOOD PROFILE: KENSINGTON	
BELOW POVERTY LEVEL	11% INDIVIDUALS 19% (UNDER AGE 18) 9% (AGE 65+)
RENTERS MEDIAN RENT/MONTH	27% \$304
AGE OF HOUSING	1952 MEDIAN YEAR BUILT
TYPE OF HOUSING	78% SINGLE FAMILY 22% APARTMENTS/DUPLEXES
OCCUPANCY RATE	97%
MEDIAN VALUE OF HOUSING	\$39,800
PERSONS PER ROOM 1.00 TO 1.5	3% OWNER OCCUPIED 14% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	49% BEFORE 1980 100% AFTER 1984

e. White City

White City is an area located between Kennedy Drive on the West, North Fifth Avenue on the Northeast, and the ConRail tracks on the Southeast, is 74% White, 23% Black and 3% Hispanic. The population is middle-aged, with 21% under age 18; 28% age 65 or older; and a median age of 39. 8% of the residents between 16 and 64, and 19% of those 65 and older have mobility or self-care limitations, indicating a need for services for elderly residents with disabilities.

There is a problem of under-education in this area since 41% have not completed high school. There is a need for a targeted education program of completion of high school for these residents. However, 34% have high school diplomas and 25% have some college, 13% have a bachelors or graduate training. There is a 15% unemployment rate. The median family income is \$22,904. 20% of the residents live below the poverty level, including 42% of the children under age 18, and 3% of those age 65 and older. The high proportion of children in poverty indicates a need for health and social services geared to families with children. The housing is older with 94% built before 1980, half before 1949. 72% of the housing is single family homes and 28% apartments. Owners account for 59% of the occupied units and the median home value is \$35,500. Renters account for 41% of the occupied housing and the median monthly rent is \$378. The income, poverty and ownership data indicate that housing maintenance may need to be addressed.

NEIGHBORHOOD PROFILE: WHITE CITY	
POPULATION	756
MEDIAN AGE	39
RACE	74% WHITE 23% BLACK 3% HISPANIC
DISABILITIES	8% (AGES 16-64) 19% (AGE 65+)
EDUCATION	41% NO HIGH SCHOOL DIPLOMA 34% HIGH SCHOOL DIPLOMA 25% SOME COLLEGE (13% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	15%
PER CAPITA INCOME	\$9,613
MEDIAN FAMILY INCOME	\$22,904
TYPE OF OCCUPATION	22% MANAGER/PROFESSIONAL 31% TECHNICAL/SALES 16% SERVICE 7% PRODUCTION 25% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	72% EARNINGS 36% WITH SOCIAL SECURITY 13% WITH PUBLIC ASSISTANCE 16% WITH RETIREMENT

NEIGHBORHOOD PROFILE: WHITE CITY	
BELOW POVERTY LEVEL	20% INDIVIDUALS 42% CHILDREN UNDER 18 3% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	41% \$378
AGE OF HOUSING	1949 MEDIAN YEAR BUILT
TYPE OF HOUSING	72% SINGLE FAMILY 28% DUPLEXES/APARTMENTS
OCCUPANCY RATE	95%
MEDIAN VALUE OF HOUSING	\$35,500
PERSONS PER ROOM 1.00 TO 1.5	3% OWNER OCCUPIED 14% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	75% BEFORE 1980 95% AFTER 1984

3. AREA THREE

Area Three includes Shiloh (026), Alpiner Park (017), Meadowview (013) and North Riverview (009).

(See Appendix - A, Figure 11: Area Three)

Area Three neighborhoods have median family incomes ranging from \$19,258 to 19,737. The population is educated with high school completion rates ranging from 77% in North Riverview to 52% in Meadowview whose residents are predominantly senior citizens. Unemployment is a problem, ranging from 9% in North Riverview to a high of 24% in Shiloh. A substantial percentage of the area's children live below the poverty level. The housing is older and well over half of the units are renter occupied.

a. Shiloh

Shiloh is bordered on the East by the Kankakee River, the South by the Shapiro Developmental Center, and the West by the Illinois Central Gulf Railroad tracks and is 46% White and 54% Black. The population is younger, with 44% of the residents below age 18; 6% age 65 and over; and a median age of 23. 7% of those between 16 and 64, and 24% of those age 65 and over have mobility or self-care limitations.

The population is moderately well educated; 42% have completed high school and 28% have some college. However, 29% have not completed high school. The unemployment rate is 24%. A program of job training and placement which includes education for completion of high school is indicated. The median family income is \$19,500. 45% of the residents live below the poverty level, including 61% of the children under age 18, and 24% of those age 65 and older. The level of poverty indicates a need for health and social services for children in low income families. The housing is older; 67% was built before 1950, half before 1944. 62% are single family homes and 38% apartments. Owners account for 20% of the occupied units and the median value of their housing is \$37,100. Renters account for 80% of the occupied units and pay a monthly median rent of \$370. The income level, unemployment rate and housing age indicate a need for a housing maintenance program.

NEIGHBORHOOD PROFILE: SHILOH	
POPULATION	365
MEDIAN AGE	23
RACE	46% WHITE 54% BLACK
DISABILITIES	7% (AGE 16 TO 64) 24% (AGE 65+)
EDUCATION	29% NO HIGH SCHOOL DIPLOMA 42% HIGH SCHOOL DIPLOMA 28% SOME COLLEGE
UNEMPLOYMENT	24%
PER CAPITA INCOME	\$6,947
MEDIAN FAMILY INCOME	\$19,500

NEIGHBORHOOD PROFILE: SHILOH	
TYPE OF OCCUPATION	12% MANAGER/PROFESSIONAL 51% TECHNICAL/SALES 20% SERVICE 9% PRODUCTION 9% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	78% EARNINGS 16% WITH SOCIAL SECURITY 15% WITH PUBLIC ASSISTANCE
BELOW POVERTY LEVEL	45% INDIVIDUALS 61% (UNDER AGE 18) 24% (AGE 65+)
RENTERS MEDIAN RENT/MONTH	80% \$370
AGE OF HOUSING	1950 MEDIAN YEAR BUILT
TYPE OF HOUSING	62% SINGLE FAMILY 38% APARTMENTS
OCCUPANCY RATE	90%
MEDIAN VALUE OF HOUSING	\$37,100
PERSONS PER ROOM 1.00 TO 1.5 1.5 OR MORE	0% OWNER OCCUPIED 4% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	57% BEFORE 1970 93% AFTER 1984

b. Alpiner Park

Alpiner Park is located along the Kankakee River, bordered on the North by Court Street and on the East by East Avenue and the Illinois Central Gulf Railroad tracks, is 80% White, 8% Black, 7% Hispanic and 5% Asian residents. The population is younger with 30% of the residents below age 18; 18% age 65 or older; and a median age of 27. 2% of those age 16 to 64, and 20% of those age 65 and older have mobility or self-care limitations.

39% of the residents have completed high school and 34% have some college, 7% with a bachelor's or some graduate training. However, 27% have not completed high school. The unemployment rate is 10%. The median family income is \$19,609. The higher than average unemployment and the percentage without a high school diploma indicates a need for job training and placement programs which includes high school education. 28% of the residents live below the poverty level, including 39% of the children below age 18 and 3% of those age 65 or older. The high proportion of children living in poverty indicates a need for health and social services geared to families with children. The housing is older, 31% single family homes, 64% of all housing was constructed before 1950, half before 1944. Owners account for 29% of the occupied units and renters for 71%. The median home value is \$32,600 and the median monthly rent is \$322. The income, poverty and housing age data indicate a need for a housing maintenance program.

NEIGHBORHOOD PROFILE: ALPINER PARK	
POPULATION	1,240
MEDIAN AGE	27
RACE	80% WHITE 8% BLACK 7% HISPANIC 5% ASIAN
DISABILITIES	2% (AGES 16-64) 20% (AGE 65+)
EDUCATION	27% NO HIGH SCHOOL DIPLOMA 39% HIGH SCHOOL DIPLOMA 34% SOME COLLEGE (7% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	10%
PER CAPITA INCOME	\$7,389
MEDIAN FAMILY INCOME	\$19,609
TYPE OF OCCUPATION	19% MANAGER/PROFESSIONAL 22% TECHNICAL/SALES 14% SERVICE 1% FARMING 5% PRODUCTION 19% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	74% EARNINGS 31% WITH SOCIAL SECURITY 19% WITH PUBLIC ASSISTANCE 7% WITH RETIREMENT

NEIGHBORHOOD PROFILE: ALPINE PARK	
BELOW POVERTY LEVEL	28% INDIVIDUALS 39% CHILDREN UNDER 18 3% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	71% \$322
AGE OF HOUSING	1944 MEDIAN YEAR BUILT
TYPE OF HOUSING	31% SINGLE FAMILY 69% APARTMENTS/DUPLEXES
OCCUPANCY RATE	89%
MEDIAN VALUE OF HOUSING	\$32,600
PERSONS PER ROOM 1.00 TO 1.5 1.5 OR MORE	0% OWNER OCCUPIED 10% RENTER OCCUPIED 3% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	95% BEFORE 1985 81% AFTER 1985

c. Meadowview

Meadowview is bordered on the West by the Illinois Central Gulf Railroad tracks, the South by ConRail tracks, the West by Kennedy Drive and the North by the Village of Bourbonnais and is 97% White, 3% Black and less than 1% Hispanic. The population is older with 45% of the residents age 65 or older; 12% are under 18; and the median age is 68. 5% of the residents between 16 and 64, and 30% of those age 65 or older, have mobility or self-care limitations.

Meadowview is a neighborhood with a substantial number of senior citizens and a small proportion of families. 79% of the residents have income from social security compared to 27% from earnings; 25% also have retirement income. 25% of the residents live in poverty, including 46% of children under age 18, and 24% of the adults age 65 and older. The median family income is \$19,737. The age and income data indicate a need for health and social services geared to children and the elderly. 48% have not completed high school; it is not clear what proportion of these are senior citizens, since 34% have high school diplomas and 17% have some college, some with degrees. The unemployment rate is 14% which would indicate that a job training and placement program is needed. The housing was built before 1984, half before 1970. 65% of the housing is in apartments; 7% in duplexes; and 28% in single family homes. Renters account for 83% of the occupied units and pay a median monthly rent of \$200. Owners are 17% of the occupied units and the median home value is \$36,300.

NEIGHBORHOOD PROFILE: MEADOWVIEW	
POPULATION	653
MEDIAN AGE	68
RACE	97% WHITE 3% BLACK LESS THAN 1% HISPANIC
DISABILITIES	5% (AGES 16-64) 30% (AGE 65+)
EDUCATION	48% NO HIGH SCHOOL DIPLOMA 34% HIGH SCHOOL DIPLOMA 17% SOME COLLEGE
UNEMPLOYMENT	14%
PER CAPITA INCOME	\$9,618
MEDIAN FAMILY INCOME	\$19,737
TYPE OF OCCUPATION	10% MANAGER/PROFESSIONAL 39% TECHNICAL/SALES 13% SERVICE 24% PRODUCTION 14% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	27% EARNINGS 79% WITH SOCIAL SECURITY 1% WITH PUBLIC ASSISTANCE 25% WITH RETIREMENT

NEIGHBORHOOD PROFILE: MEADOWVIEW	
BELOW POVERTY LEVEL	25% INDIVIDUALS 46% CHILDREN UNDER 18 24% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	83% \$200
AGE OF HOUSING	1970 MEDIAN YEAR BUILT
TYPE OF HOUSING	28% SINGLE FAMILY 72% DUPLEXES/APARTMENTS
OCCUPANCY RATE	92%
MEDIAN VALUE OF HOUSING	\$36,300
PERSONS PER ROOM 1.00 TO 1.5	0% OWNER OCCUPIED 2% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	81% BEFORE 1960 78% AFTER 1979

d. North Riverview

North Riverview is bordered on the South by Eagle Street, the West by East Avenue and the Illinois Central Railroad tracks, the North by Court Street and the West by Poplar Avenue, is 47% White, 50% Black, 3% Hispanic and less than 1% Asian. The population is slightly younger with 33% of the residents below age 18; 9% age 65 or older; and a median age of 28. 15% of those between ages 16 and 64, and 11% of those 65 and over, have mobility or self-care limitations.

The population is moderately well educated. 29% have completed high school; 48% have some college, including 5% with bachelor's and 3% with graduate training. 23% have not completed high school. This indicates that a job training program would need to include education for completion of high school. The unemployment rate is 9%. The median family income is \$19,258. 27% of the residents live below the poverty level including 33% of the children below age 18, and 20% of those age 65 or older. The income and poverty data indicate a need for social and health services for families with children and for the elderly. 42% of the housing is single family homes; 58% consists of duplexes and apartments. The housing is older, with all built before 1979, and half built before 1940. Owners account for 34% of occupied units and renters for 66%. The median home value is \$23,900 and the median monthly rent is \$316. The age of the homes coupled with the residents' level of income and unemployment, and the percentage of renters, indicate the need for a housing maintenance program.

NEIGHBORHOOD PROFILE: NORTH RIVERVIEW	
POPULATION	3,374
MEDIAN AGE	28
RACE	47% WHITE 50% BLACK 3% HISPANIC 1% ASIAN
DISABILITIES	15% (AGES 16-64) 11% (AGE 65+)
EDUCATION	23% NO HIGH SCHOOL DIPLOMA 29% HIGH SCHOOL DIPLOMA 48% SOME COLLEGE (5% BACHELOR'S/3% GRADUATE TRAINING)
UNEMPLOYMENT	9%
PER CAPITA INCOME	\$10,371
MEDIAN FAMILY INCOME	\$19,258
TYPE OF OCCUPATION	19% MANAGER/PROFESSIONAL 28% TECHNICAL/SALES 16% SERVICE 10% PRODUCTION 26% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	79% EARNINGS 25% WITH SOCIAL SECURITY 20% WITH PUBLIC ASSISTANCE 6% WITH RETIREMENT

NEIGHBORHOOD PROFILE: NORTH RIVERVIEW	
BELOW POVERTY LEVEL	27% INDIVIDUALS 33% CHILDREN UNDER 18 20% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	66% \$316
AGE OF HOUSING	1940 MEDIAN YEAR BUILT
TYPE OF HOUSING	42% SINGLE FAMILY 58% DUPLEXES/APARTMENTS
OCCUPANCY RATE	84%
MEDIAN VALUE OF HOUSING	\$23,900 (OWNER OCCUPIED)
PERSONS PER ROOM 1.00 TO 1.5 1.51 OR MORE	0% OWNER OCCUPIED 4.3% RENTER OCCUPIED 1%
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	20% BEFORE 1959 81% SINCE 1985

4. AREA FOUR

Area Four includes Old Fair Park (003), North Side (011), Old North Side (012), Hillcrest (002), Hobbie Heights (005), Soldier Creek (016), Crestview (001) and City Hall (010).

(See Appendix - A, Figure 12: Area Four)

Area Four neighborhoods have median family incomes ranging from \$6,150 in Crestview to \$17,230 in Hillcrest; most are over \$14,000. The population is generally under-educated with high school completion rates ranging from 66% in Crestview to 44% in City Hall. Unemployment is high, ranging from 9% in Soldier Creek to 24% in Old Fair Park. Well over half of the children in each of the neighborhoods live below the poverty level, with the exception of Hillcrest (28%). The housing is older, and a predominance of the units are renter occupied.

a. Hillcrest

Hillcrest is located on the East side of Interstate 57, South of Court Street and is 51% White and 49% Black. The population is distributed across age ranges with 29.4% of the population under age 18; 24.4% age 65 or older, and a median age of 38. 14% of the population between age 16 and 64, and 18.3% of the population age 65 and over, have mobility or self-care limitations.

A substantial number of residents are undereducated. Over 58% have not completed high school; 24% have high school diplomas and only 18% have completed some college. The residents of Hillcrest have an unemployment rate of 13%. Thus, a job training program that includes high school education along with specific skill training would be a necessary part of any economic development for this area. The median, annual family income is \$17,230. There are a substantial number of children living below the poverty level with 27% of the families, including 28% of the children under age 18, living below the poverty level. This would indicate the need for health and social services geared to families with children. The housing is older, with 92% of the housing stock built between 1950 and 1979. Renters account for 70% of the occupied units. Given the age of the housing and the high percentage of renters along with the low median income, it is likely that housing maintenance is a problem.

NEIGHBORHOOD PROFILE: HILLCREST	
POPULATION	692
MEDIAN AGE	38
RACE	51% WHITE 49% BLACK
DISABILITIES	14% (AGE 16-64) 18.3% (AGE 65+)
EDUCATION	58% NO HIGH SCHOOL DIPLOMA 24% HIGH SCHOOL DIPLOMA 18% SOME COLLEGE (5% BACHELOR'S)
UNEMPLOYMENT	13%
PER CAPITA INCOME	\$7,351
MEDIAN FAMILY INCOME	\$17,230

NEIGHBORHOOD PROFILE: HILLCREST	
TYPE OF OCCUPATION	5.7% MANAGER/PROFESSIONAL 23.9% TECHNICAL/SALES 36.4% SERVICE 7.7% PRODUCTION 26.3% OPERATORS
TYPE OF INCOME* (HOUSEHOLDS)	45.1% EARNINGS 53.1% WITH SOCIAL SECURITY 15.4% WITH PUBLIC ASSISTANCE 21.3% WITH RETIREMENT
BELOW POVERTY LEVEL	26% INDIVIDUALS 28% CHILDREN UNDER 18 31% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	70% \$331
AGE OF HOUSING	1966 MEDIAN YEAR BUILT
TYPE OF HOUSING	43% SINGLE FAMILY HOMES 8% DUPLEXES 43% APARTMENTS 4% OTHER
OCCUPANCY RATE	87%
MEDIAN VALUE OF HOUSING	\$26,200 (OWNER OCCUPIED)
PERSONS PER ROOM GREATER THAN 1.01	15 OWNER OCCUPIED 0 RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	91% BEFORE 1980 88% AFTER 1979

b. Crestview

Crestview is located on the East side of Interstate 57, on the North side of Court Street, is 55% White, 43% Black and 2% Hispanic residents. The population is younger, with 48% of the residents under age 18; 68% of the adults under age 40; and a median age of 21. 5% of the population age 16 to 64 and 53% of those age 65 and over, have mobility or self-care limitations.

There is a problem of under-education in Crestview. 34% of the residents over age 25 have not completed high school. However, 30% have high school diplomas and 35% have completed some college. There is also a serious unemployment problem in this area with over 42% of the residents in the labor force unemployed. The median annual family income is \$6,150. Thus, an intensive program to assist residents with additional education and training is indicated, showing that the major need of the residents is for employment, and a living wage. 75% of the residents including 87% of the children under age 18, live below the poverty level. This indicates a need for health and social services geared to families with children. Almost all of the housing is apartment buildings, with a few single family homes and mobile homes. Most of the housing was built between 1950 and 1980. Renters account for 82% of the occupied units and the median rent per month is \$107. While maintenance of the apartment buildings may pose some problems, the most serious problem in Crestview is unemployment and the effects of the resulting poverty on the residents, particularly the children.

NEIGHBORHOOD PROFILE: CRESTVIEW	
POPULATION	348
MEDIAN AGE	21
RACE	55% WHITE 43% BLACK 2% HISPANIC
DISABILITIES	5% (AGES 16-64) 53% (AGE 65+)
EDUCATION	34% NO HIGH SCHOOL DIPLOMA 30% HIGH SCHOOL DIPLOMA 35% SOME COLLEGE (13% BACHELOR'S/3% GRADUATE TRAINING)
UNEMPLOYMENT	42%
PER CAPITA INCOME	\$4,500
MEDIAN FAMILY INCOME	\$6,150
TYPE OF OCCUPATION	9% MANAGER/PROFESSIONAL 29% TECHNICAL/SALES 31% SERVICE 11% PRODUCTION 20% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	60% EARNING 12% WITH SOCIAL SECURITY 41% WITH PUBLIC ASSISTANCE

NEIGHBORHOOD PROFILE: CRESTVIEW	
BELOW POVERTY LEVEL	75% INDIVIDUALS 87% CHILDREN UNDER 18 47% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	82% \$107
AGE OF HOUSING	1964 MEDIAN YEAR BUILT
TYPE OF HOUSING	4% SINGLE FAMILY 78% APARTMENTS 17% MOBILE HOMES/TRAILERS
OCCUPANCY RATE	90%
PERSONS PER ROOM GREATER THAN 1.00	0% OWNER OCCUPIED 0% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	68% AFTER 1984 32% 1980-1984 83% AFTER 1984 17% 1970-1979

c. Old Fair Park

Old Fair Park is located on the North side of Kankakee, defined on the South and East sides by railroad tracks and is a predominantly Black neighborhood, with 7% White and 93% Black residents. The population is predominantly younger, with 59% of the residents under age 18; 8% age 65 and over; and a median age of 18. 12% of the population age 16 to 64 and 50% of those age 65 and over have mobility or self-care limitations.

There is a problem of under-education in Old Fair Park. 55% of the residents over age 25 have not completed high school. While 29% have high school diplomas, only 16% have any college, none with completed degrees. There is a high unemployment rate of 24%. The median family income is \$15,893. Thus, there is a need for a high school completion program along with job training to increase employment. 53% of the residents live below the poverty level, including 53% of the children under 18, and 38% of those 65 and over. This level of poverty indicates a need for social and health services for families with children. Almost all of the housing is single family homes, and 18% are duplexes. All of the housing was built prior to 1980, half before 1965. Owners account for 44% of the occupied units; the median value of housing is \$53,100. Renters account for 56% and the median monthly payment is \$445. While the value of the housing and the percentage of owners indicates some level of well-being, given the predominance of single family homes, the young median age of the population, the unemployment and percentage of the people living in poverty, there are likely to be housing maintenance problems.

NEIGHBORHOOD PROFILE: OLD FAIR PARK	
POPULATION	450
MEDIAN AGE	18
RACE	7% WHITE 93% BLACK
DISABILITIES	12% (AGES 16-64) 50% (AGE 65+)
EDUCATION	55% NO HIGH SCHOOL DIPLOMA 29% HIGH SCHOOL DIPLOMA 13% SOME COLLEGE
UNEMPLOYMENT	24%
PER CAPITA INCOME	\$5,129
MEDIAN FAMILY INCOME	\$15,893
TYPE OF OCCUPATION	11% MANAGER/PROFESSIONAL 48% TECHNICAL/SALES 41% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	70% EARNINGS 46% WITH SOCIAL SECURITY 23% WITH PUBLIC ASSISTANCE
BELOW POVERTY LEVEL	53% INDIVIDUALS 53% CHILDREN UNDER 18 38% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	56% \$445

NEIGHBORHOOD PROFILE: OLD FAIR PARK	
AGE OF HOUSING	1965 MEDIAN YEAR BUILT
TYPE OF HOUSING	82% SINGLE FAMILY 18% DUPLEXES
OCCUPANCY RATE	99%
MEDIAN VALUE OF HOUSING	\$53,100 OWNER OCCUPIED
PERSONS PER ROOM GREATER THAN 1.00	0% OWNER OCCUPIED 13% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	77% BEFORE 1980 76% AFTER 1979

d. Hobbie Heights

Hobbie Heights is an area defined by the ConRail tracks, and Hobbie Avenue and Maple Streets, and dissected by Court Street, is a predominantly Black neighborhood with 76% Black, 20% White, and 4% Hispanic. The population has a large proportion of young people, with 42% of the residents below age 18. The adult population is distributed across younger adult age ranges with a median age of 24. 10% of the population age 16 to 64, and 30% age 65 or over, have mobility or self-care limitations.

The residents of Hobbie Heights are under-educated. 48% have not completed high school; 38% have a high school diploma; and 14% have some college. The residents of Hobbie Heights have an 11% unemployment rate. Thus, completion of high school would be a necessary part of a job training and placement program for a substantial portion of the population. The median family income is \$16,406. 47% of the residents, including 61% of the children under age 18, live below the poverty level. This high proportion of children in poverty indicates the need for health and social services geared to families with children. The housing is older, 73% single family homes, 9% duplexes and 18% apartments, 88% were built prior to 1979, half before 1956. Renters account for 62% of the occupied units, and their median monthly rent is \$357. Owners account for 38% of the occupied housing and the median house value is \$27,500. The age of the housing, the proportion of renters, the value of the homes and the percent of residents living in poverty, all indicate that there is a need for a housing maintenance program.

NEIGHBORHOOD PROFILE: HOBBIE HEIGHTS	
POPULATION	983
MEDIAN AGE	24
RACE	20% WHITE 76% BLACK 4% HISPANIC
DISABILITIES	10% (AGES 16-64) 30% (AGE 65+)
EDUCATION	48% NO HIGH SCHOOL DIPLOMA 38% HIGH SCHOOL DIPLOMA 14% SOME COLLEGE
UNEMPLOYMENT	11%
PER CAPITA INCOME	\$5,761
MEDIAN FAMILY INCOME	\$16,406
TYPE OF OCCUPATION	8% MANAGER/PROFESSIONAL 23% TECHNICAL/SALES 32% SERVICE 6% PRODUCTION 31% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	71% EARNINGS 19% WITH SOCIAL SECURITY 22% WITH PUBLIC ASSISTANCE 13% WITH RETIREMENT

NEIGHBORHOOD PROFILE: HOBBIE HEIGHTS	
BELOW POVERTY LEVEL	47% INDIVIDUALS 61% CHILDREN UNDER 8 21% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	62% \$357
AGE OF HOUSING	1956 MEDIAN YEAR BUILT
TYPE OF HOUSING	73% SINGLE FAMILY 18% APARTMENTS 9% DUPLEXES
OCCUPANCY RATE	89%
MEDIAN VALUE OF HOUSING	\$27,500 OWNER OCCUPIED
PERSONS PER ROOM GREATER THAN 1.00	6% OWNER OCCUPIED 10% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	84% BEFORE 1980 86% AFTER 1985

e. City Hall

The area including City Hall is bordered by Court Street on the South, East Avenue and the Illinois Central Gulf Railroad tracks on the West, Locust Street on the North and Chicago Avenue on the West. This area is racially mixed with 69% Black, 29% White, 2% Hispanic and less than 1% Native American. 33% of the residents are children under age 18; 9% are age 65 or older; and the median age is 31. 22% of those age 65 and over have mobility or self-care limitations.

Residents in the City Hall neighborhood are alarmingly under-educated. 66% have not completed high school; 30% have high school diplomas; and 3% have some college, but none have degrees. The unemployment rate is 46%. This is clearly a population in need of remedial education to complete high school as well as a job training and placement program. The median family income is \$11,806. 54% of the residents live below the poverty level, including 42% of the children under age 18, and 73% of those age 65 and over. The income and poverty data indicate a need for health and social services targeted to children. The housing consists primarily of apartments, with 14% single family homes. The housing was constructed prior to 1979 and the median year built is 1957. All the residents are renters, paying a median monthly rent of \$178. The income, employment, poverty, rent and housing age data indicate that there is a problem with maintaining the housing stock.

NEIGHBORHOOD PROFILE: CITY HALL	
POPULATION	411
MEDIAN AGE	31
RACE	29% WHITE 69% BLACK 2% HISPANIC LESS THAN 1% NATIVE AMERICAN
DISABILITIES	22% (AGE 65+)
EDUCATION	66% NO HIGH SCHOOL DIPLOMA 30% HIGH SCHOOL DIPLOMA 3% SOME COLLEGE
UNEMPLOYMENT	46%
PER CAPITA INCOME	\$5,929
MEDIAN FAMILY INCOME	\$11,806
TYPE OF OCCUPATION	9% MANAGER/PROFESSIONAL 57% TECHNICAL/SALES 34% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	52% EARNINGS 36% WITH SOCIAL SECURITY 29% WITH PUBLIC ASSISTANCE 8% WITH RETIREMENT
BELOW POVERTY LEVEL	54% INDIVIDUALS 42% CHILDREN UNDER 18 73% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	100% RENTERS \$178

NEIGHBORHOOD PROFILE: CITY HALL	
AGE OF HOUSING	1957 MEDIAN YEAR BUILT
TYPE OF HOUSING	14% SINGLE FAMILY 86% APARTMENTS
OCCUPANCY RATE	91%
MEDIAN VALUE OF HOUSING	N/A
PERSONS PER ROOM 1.00 TO 1.5	LESS THAN 1% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	96% SINCE 1980

f. North Side

The North Side neighborhood is bordered on the North by ConRail tracks, the East by Hobbie Avenue, and on the South by Court Street and is a predominantly Black neighborhood, with 6% White and 94% Black. The population is younger, with 43% of the residents under age 18; 7% age 65 or over; and a median age of 23. 13% of the residents age 16 to 64, and 16% of those age 65 and over, have mobility or self-care limitations.

A substantial proportion of the residents of the North Side are under-educated. Though 28% have a high school diploma and 19% have some college, 53% have not completed high school. The unemployment rate is 19%. The median family income is \$14,400. This indicates a need for remedial education to complete high school as well as a job training and placement program. 54% of the residents live below the poverty level, including 68% of the children under age 18, and 57% of those age 65 and older. The poverty data indicates a need for intensive social services geared to families with children and to the elderly. The housing is older, most of it built before 1960; the median year built is 1943. The housing consists of 50% single family homes and 50% duplexes and apartments. Owners account for 41% of occupied units and the median home value is \$20,200; renters for 59%, paying a monthly median rent of \$334. Given the low income, the percent of the population in poverty and the age of the housing, there is a problem with housing maintenance.

NEIGHBORHOOD PROFILE: NORTH SIDE	
POPULATION	1,202
MEDIAN AGE	23
RACE	6% WHITE 94% BLACK
DISABILITIES	13% (AGES 16-64) 16% (AGE 65+)
EDUCATION	53% NO HIGH SCHOOL DIPLOMA 28% HIGH SCHOOL DIPLOMA 19% SOME COLLEGE
UNEMPLOYMENT	19%
PER CAPITA INCOME	\$5,159
MEDIAN FAMILY INCOME	\$14,400
TYPE OF OCCUPATION	10% MANAGER/PROFESSIONAL 28% TECHNICAL/SALES 38% SERVICE 4% PRODUCTION 19% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	66% EARNINGS 25% WITH SOCIAL SECURITY 38% WITH PUBLIC ASSISTANCE 7% WITH RETIREMENT
BELOW POVERTY LEVEL	54% INDIVIDUALS 68% CHILDREN UNDER 18 57% ADULTS 65+

NEIGHBORHOOD PROFILE: NORTH SIDE	
RENTERS MEDIAN RENT/MONTH	59% \$334
AGE OF HOUSING	1943 MEDIAN YEAR BUILT
TYPE OF HOUSING	50% SINGLE FAMILY 50% APARTMENTS/DUPLEXES
OCCUPANCY RATE	89%
MEDIAN VALUE OF HOUSING	\$20,200
PERSONS PER ROOM 1.00 TO 1.5 1.5 OR GREATER	4% OWNER OCCUPIED 20% RENTER OCCUPIED 0% OWNER OCCUPIED 3% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	78% BEFORE 1980 91% AFTER 1979

g. Old North Side

The Old North Side neighborhood is bordered on three sides by railroad tracks and on the West by Hobbie Avenue, is 95% Black and 6% White. The population is younger, with 36% of the residents under age 18; 13% age 65 or older; and a median age of 28. 14% of the residents between 16 and 64, and 17% of those 65 and older, have mobility or self-care limitations.

A substantial proportion of the residents are under-educated. Though 23% have completed high school and 29% have some college, 48% have not completed high school. The unemployment rate is 16%. The median family income is \$14,333. Thus, a job training program that includes high school education along with specific skill training is indicated. 43% of the residents live below the poverty level, including 60% of the children under 18, and 17% of those age 65 and older. This high proportion of children in poverty indicates the need for health and social services geared to families with children. The housing is older, with 97% built before 1970, and half the homes built prior to 1940. Single family homes comprise 49% of the housing; 51% are primarily duplexes and some apartments. Owners account for 43% and renters for 57% of the occupied units. The median home value is \$27,800 and the median monthly rent is \$362. The income, poverty, and housing age data indicate that there is a problem with housing maintenance.

NEIGHBORHOOD PROFILE: OLD NORTH SIDE	
POPULATION	1,053
MEDIAN AGE	28
RACE	6% WHITE 95% BLACK
DISABILITIES	14% (AGES 16-64) 17% (AGE 65+)
EDUCATION	48% NO HIGH SCHOOL DIPLOMA 23% HIGH SCHOOL DIPLOMA 29% SOME COLLEGE
UNEMPLOYMENT	16%
PER CAPITA INCOME	\$6,329
MEDIAN FAMILY INCOME	\$14,333
TYPE OF OCCUPATION	13% MANAGER/PROFESSIONAL 23% TECHNICAL/SALES 31% SERVICE 2% PRODUCTION 31% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	56% EARNINGS 39% WITH SOCIAL SECURITY 20% WITH PUBLIC ASSISTANCE 21% WITH RETIREMENT
BELOW POVERTY LEVEL	43% INDIVIDUALS 60% CHILDREN UNDER 18 17% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	57% \$362

NEIGHBORHOOD PROFILE: OLD NORTH SIDE	
AGE OF HOUSING	1940 MEDIAN YEAR BUILT
TYPE OF HOUSING	49% SINGLE FAMILY 51% DUPLEXES/APARTMENTS
OCCUPANCY RATE	82%
MEDIAN VALUE OF HOUSING	\$27,800
PERSONS PER ROOM 1.00 TO 1.5	3% OWNER OCCUPIED 10% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	78% BEFORE 1970 77% AFTER 1979

h. Soldier Creek

Soldier Creek is bordered on the North by ConRail tracks, the West by Illinois Central Gulf Railroad tracks, and Court Street on the South, is a racially mixed neighborhood with 78% White, 17% Black, 4% Hispanic and 1% Native American. The population is young, with 30% of the residents below age 18; 12% age 65 or older; and a median age of 28. 2% of those age 16 to 64, and 20% of those age 65 or older have mobility or self-care limitations.

There is a problem of under-education; 44% of the residents have not completed high school. 30% have high school diplomas and 26% have completed some college, including 7% with bachelor's or graduate training. The unemployment rate is 9%. A program of job training and placement including education for completion of high school is indicated. The median family income is \$16,167. 32% of the residents live below the poverty level, including 52% of the children under age 18, and 11% of those age 65 and older. The high level of poverty indicates the need for health and social services geared to families with children. The housing is older, with 98% built before 1980, half prior to 1940. 56% of the housing is single family homes, 44% in duplexes and apartments. Owners account for 47% of the occupied units and the median home value is \$27,100; renters account for 53% and pay a monthly median rent of \$352. The education, income and housing age data indicate the need for a housing maintenance program.

NEIGHBORHOOD PROFILE: SOLDIER CREEK	
POPULATION	1,196
MEDIAN AGE	28
RACE	78% WHITE 17% BLACK 4% HISPANIC 1% NATIVE AMERICAN
DISABILITIES	2% (AGES 16-64) 20% (AGE 65+)
EDUCATION	44% NO HIGH SCHOOL DIPLOMA 30% HIGH SCHOOL DIPLOMA 26% SOME COLLEGE (7% BACHELOR'S OR GRADUATE TRAINING)
UNEMPLOYMENT	9%
PER CAPITA INCOME	\$8,413
MEDIAN FAMILY INCOME	\$16,167
TYPE OF OCCUPATION	12% MANAGER/PROFESSIONAL 23% TECHNICAL/SALES 25% SERVICE 4% FARMING 7% PRODUCTION 25% OPERATORS
TYPE OF INCOME (HOUSEHOLDS)	71% EARNINGS 31% WITH SOCIAL SECURITY 8% WITH PUBLIC ASSISTANCE 15% WITH RETIREMENT

NEIGHBORHOOD PROFILE: SOLDIER CREEK	
BELOW POVERTY LEVEL	32% INDIVIDUALS 52% CHILDREN UNDER 18 11% ADULTS 65+
RENTERS MEDIAN RENT/MONTH	53% \$352
AGE OF HOUSING	1940 MEDIAN YEAR BUILT
TYPE OF HOUSING	56% SINGLE FAMILY 44% DUPLEXES/APARTMENTS
OCCUPANCY RATE	87%
MEDIAN VALUE OF HOUSING	\$27,100
PERSONS PER ROOM 1.00 TO 1.5 1.51 OR GREATER	0% OWNER OCCUPIED 6% RENTER OCCUPIED 2% RENTER OCCUPIED
YEAR MOVED INTO UNIT OWNER-OCCUPIED RENTER-OCCUPIED	71% BEFORE 1980 80% AFTER 1979

i. Shapiro

This neighborhood, referred to as Shapiro, includes the Samuel H. Shapiro Developmental Center and Kankakee Community College. Shapiro is located on the West bank of the Kankakee River.

NEIGHBORHOOD PROFILE: SHAPIRO	
POPULATION	1,315
MEDIAN AGE	36.9
RACE	80% WHITE 20% BLACK
AGE	63% MALE 37% FEMALE

2.03 EXISTING LAND USE

Existing land use is an important determinant for planning the future of the City. A land use survey is an inventory of land, classifying like uses into groups such as residential, commercial, and industrial. The land use survey establishes current accurate data on the use, location and amount of land in the community and determines interrelationships among and between the land uses. The land use information can be used to establish land planning goals, and to help make decisions regarding proper land use.

A. LAND USE SURVEY

The land use survey is used to:

1. Provide data and background for the preparation and revision of the long range Comprehensive Plan;
2. Support population and economic base studies;
3. Provide data for transportation studies;
4. Forecast future public utility needs;
5. Provide data for location and improving community facilities; and,
6. Guide decision-making for land use.

B. USE CLASSIFICATIONS

A land use survey of the planning area was completed in February of 1992. The use of land was recorded on land use maps and classified according to the following uses:

1. Agriculture land - Land primarily devoted for agricultural uses;
2. Single-Family Residential land - Land used for single-family residences;
3. Two-Family Residential land - Land used for two-family residences;
4. Multi-Family Residential land - Land used for multi-family (3 or more) residences;

5. Commercial land - Land used for all types of business;
6. Industrial land - Land used for assembly operations and related industrial activities;
7. Quasi-Public land - Land used by a nonprofit, religious or eleemosynary institution for educational, cultural, recreational, religious purposes.
8. Public land - Land used for government owned administrative, educational or service facilities, and major rights-of-way; and
9. Vacant land - Land not used for agriculture (farming) or open space.

(Maps depicting existing land use are available for review at the Office of the City Planner)

The following table indicates estimated land use by acreage and percent of the incorporated area of the City. Residential, farm, and public spaces are the major land uses in the City. Data was calculated from the land use map, and is an estimation only. (See Table 28)

TABLE 28: EXISTING LAND USE - CITY OF KANKAKEE		
EXISTING LAND USE	CURRENT CITY	PERCENT OF TOTAL
RESIDENTIAL	1,551.92	28%
COMMERCIAL	465.67	8%
INDUSTRIAL	401.21	7%
OPEN SPACE	500.97	9%
FARM	1,500.84	27%
VACANT	114.12	2%
PUBLIC	1,019.8	18%
TOTAL	5,554.53	100%

The following two tables indicate existing land use for the unincorporated planning area around the city, and the entire planning area including the incorporated area of the City. Most of this area is in current agricultural use. (See Tables 29 and 30)

TABLE 29: EXISTING LAND USE - UNINCORPORATED AREA		
EXISTING LAND USE	UNINCORPORATED	PERCENT OF TOTAL
RESIDENTIAL	935.76	5%
COMMERCIAL	163.1	1%
INDUSTRIAL	440.53	2%
OPEN SPACE	165.72	1%

TABLE 29: EXISTING LAND USE - UNINCORPORATED AREA		
EXISTING LAND USE	UNINCORPORATED	PERCENT OF TOTAL
FARM	16,794.92	87%
VACANT	0	0%
PUBLIC	870	4%
TOTAL	19,370.03	100%

TABLE 30: EXISTING LAND USE - TOTAL PLANNING AREA		
EXISTING LAND USE	TOTAL	PERCENT OF TOTAL
RESIDENTIAL	2,487.68	10%
COMMERCIAL	628.77	3%
INDUSTRIAL	841.74	3%
OPEN SPACE	666.69	3%
FARM	18,295.76	73%
VACANT	114.12	0%
PUBLIC	1,889.8	8%
TOTAL	24,924.56	100%

2.04 TRANSPORTATION

A. HISTORICAL BACKGROUND

The initial transportation development of the area was predicated on transport to the Mississippi River system via the Kankakee River. The Potawatami Indians used the River as a trade route, joined by fur traders in the early 1800's. The agricultural development of the Kankakee area stimulated the construction of the present day road network.

The development of the railroads in the 1850's-1860's were the most important physical determinates to the development of the region. The Illinois Central provided North/South access to markets in Chicago and the South central U. S., while the New York Central (Con Rail) provided access to the East and West. Most of the subsequent development of land in the area was directly related to rail access, with industrial and commercial areas close to rail stations, and residential areas immediately surrounding these areas.

The development of the railroads coupled with abundant water and agricultural products led to the establishment of a substantial industrial base. The road network gradually expanded to accommodate the industrial and residential expansion of the area. As the automobile became more important, land development became directed by roadway locations and improvements, and areas along major highways developed.

B. AREA PLANS AND STUDIES

A number of plans and studies have been developed covering the urbanized area. Transportation planning efforts must be coordinated with land use plans and economic development efforts.

Previous studies are summarized and reviewed below, and, where appropriate, their recommendations have been included in this Plan element.

1. Transportation Study for the Urbanizing Area of Kankakee County, H.W. Lochner, Inc., 1967

This study was prepared for the Kankakee County Board of Supervisors, and outlines an ambitious transportation improvement program. Many of the smaller improvements have been implemented. However, the study was based on substantial population and employment growth projections which were far too high. The slow growth of the region, coupled with the rapid increase in costs for capital improvement projects precluded most of the major recommendations, such as rapid rail transit to the loop, and the construction of an East West expressway through the County.

2. Kankakee Area Transit Development Program, H.W. Lochner, Inc., 1979

This study examined the transit needs of the greater Kankakee area and developed a number of possible alternatives for the establishment of an improved transit system. The report recommended the development of a conventional fixed route transit system, which was never implemented. Instead, a limited demand response system was developed utilizing local taxi cabs.

3. Comprehensive Review of the City Plan, Kankakee, H.W. Lochner, Inc., 1970

This plan reviewed and updated previous plans and studies on the City of Kankakee and developed numerous proposals to improve transportation in the area. As was noted before, plans developed during the 1970's anticipated substantial population growth and the transportation network was planned accordingly. The plan called for the extension of the I.C.G. Commuter service from the Village of Matteson South to Kankakee, and for the construction of a number of new major roads, including an East West expressway, a Westside bypass, and extensions of numerous roads. Most of these improvements were not developed, in part because of cost and in part because of the dramatic slow down of growth in the Midwest.

4. Kankakee Riverfront Development Study, Camiros, Ltd/Charles Vincent George & Associates, 1983

This study outlines a preliminary development plan for the Kankakee Riverfront. The study proposed a new river drive on the South side of the River from River Road East of I-57 to East Hawkins Avenue, as well as improvements to pedestrian and vehicle access to the River.

5. Transportation Improvement Program (TIP)

The TIP has been prepared by the Kankakee Area Transportation Study (KATS), the federally-designated Metropolitan Planning Organization (MPO) for the Kankakee Metropolitan Area. The Program addresses all major surface transportation projects planned and programmed throughout the Metropolitan Area through 1998. The primary factors for prioritizing transportation planning issues are: the preservation of adequate surface transportation; and the continuing effort to increase safety throughout the various transportation systems. A new program to introduce regular transit service to the City of Kankakee began in May, 1995, under a demonstration grant from the Department of Housing and Urban Development. An ongoing transit service is the Taxi Van Program operated in the City of Kankakee, which offers a demand responsive transportation service.

C. SURVEYS

To assess the need and potential for transit service, several surveys (community, employer, nursing home administrator, elderly and handicapped, social service agency) were conducted as part of the 1979 Study. It is believed that in general these findings are still valid, and they are summarized as follows.

1. COMMUNITY SURVEY

Over 18,000 household surveys were distributed throughout the community with a low response rate of approximately ten percent. The information gathered from the community survey indicated the following:

- a. 80% of the respondents thought there was a need for transit in the study area.
- b. 55% of the households indicated they would use transit service, if it was provided.
- c. 55% would support the use of public funds to keep the service running.

2. EMPLOYER SURVEY

Major employers were surveyed in reference to their attitude and perceived need for transit service. From the results of the employer survey and the community survey, it appears that there is not a large potential for servicing work trips by transit service.

3. SOCIAL SERVICE SURVEY

From responses to a survey of the groups and agencies providing assistance to the elderly and handicapped, it was determined that four agencies and Kankakee Township currently provide transportation service for the elderly and handicapped. The monthly ridership is 7,300. From historical experience in other communities, it is estimated that the monthly latent demand (potential transit trips which are not currently being made because of lack of service) is 1,700 to 2,560 riders per month.

4. OTHER SURVEYS

The responses to the elderly and handicapped survey and the nursing home administrator's survey were too few to draw statistically significant conclusions. Therefore, information on the elderly and handicapped was obtained from the previously mentioned surveys.

5. SURVEY SUMMARY

Based on information collected in the afore-referenced 1979, 1984 and 1991 studies, it was concluded that there was a definite need and desire for transit service in the greater Kankakee area. In general, the survey results remain valid.

D. EXISTING TRANSPORTATION SYSTEM

The transportation system is critical to maintaining the economic and social well being of any City. The combined pattern of local streets and highways and their link to interstate highways influence growth and development. The public and special transportation systems affect access to essential and preferred services. Rail and air transportation link residents to other parts of the region and beyond. Bicycle and pedestrian routes provide an alternative means of transportation for residents as well as attractive areas for moving within a City.

The City of Kankakee requires an integrated transportation system of roads, public transportation and bicycle and pedestrian walkways. 93% of the residents drive to work, creating stress on critical points. (See Table 31) There are a substantial number of residents over age 70, requiring various forms of public transportation services. The many scenic areas provided by the Kankakee River both in the downtown area and throughout the City provide an opportunity for a bicycle/pedestrian path system.

The transportation services and facilities discussed herein include: streets and highways, public and special transportation, rail and air transportation, and bicycle and pedestrian routes.

TABLE 31: MODE OF TRANSPORTATION TO WORK - WORKERS, 16+ - 1990		
MODE	NUMBER	PERCENT
TOTAL WORKERS 16+	10,140	100%
CAR, TRUCK OR VAN	9,392	93%
DROVE ALONE	7,683	82% *
CAR-POOLED	1,709	18% *
PUBLIC TRANSPORTATION	108	1.0%
WALKED	320	3.0%
OTHER MEANS	139	1.5%
WORKED AT HOME	181	1.5%
*percent of those taking car, truck or van Source: U.S. Census, 1990		

1. STREETS AND HIGHWAYS

Streets and highways are essential for trips by residents for work, recreation, shopping and personal needs. An efficient movement of traffic to all areas of the City, particularly those most traveled, is integral to the economic and social well-being of City residents. Traffic snarls, slow movement, limited access or other traffic problems impede the day-to-day functioning of the City.

Streets and highways are intended for different purposes. Highways (or Interstates) provide primarily for traffic passing through, or in and out of the City. Arterials are designed to carry traffic across the City and are designed to handle large volumes of traffic. Collectors link neighborhoods to the arterials and typically carry medium volumes of traffic. Local streets provide access within neighborhoods and direct access to residences and are intended to serve a low volume of traffic.

(See Appendix - A, Figure 13: Street Classification System)

The City of Kankakee is linked to Interstate 57 from Court Street (Highway 17) on the East side of the City. Court Street is classified as a major arterial in Kankakee, links to Highway 45/52, with most traffic heading North on 45/52. Court street also links to Highway 113 (Wall Street) on the West side of the Kankakee River, with the heaviest traffic heading Northwest on 113. The intersections closest to the Interstate and Highways 113 and 45/52 have the heaviest traffic in the City. Court Street is also the primary link to streets within the City, to both the North and South sides, as well as to the Central Business District. Court Street crosses the Kankakee River between the intersection with Kennedy Drive (Highway 45/52 North) and the intersection with Highway 113, North and South.

Other major arterials within the City which carry substantial levels of traffic include: Indiana Street (Highway 50) which carries traffic North through the City to the Village of Bradley and beyond; Indiana Avenue becomes Schuyler and also connects to East River Street and then turns South to cross the Kankakee River and connect up with Highway 45/52; Washington Street (Highway 45/52) carrying traffic South and crossing the Kankakee River, finally connecting with Interstate 57, outside and South of the City; Kennedy Street (Highway 45/52) carrying traffic North; and Wall Street (Highway 113) carrying traffic North and South through the City.

2. CRITICAL CONDITIONS

There are three critical conditions of City streets and highways which need to be addressed in the transportation plan, which include traffic congestion, pavement condition and river crossings.

a. Traffic Congestion

Traffic congestion is a problem in several areas within the City, particularly the major arterials. Accident figures given are per year, averaged over a three-year period, 1992, 1993 and 1994. The highest number of accidents occurs at the intersection of Kennedy Drive and Court Streets with an average of 14.7. There are also very high levels of traffic at this intersection, with 22,660 vehicles passing on Kennedy Drive and 20,200 on Court Street. Also showing a high number of accidents are the intersections of Schuyler Avenue and River Street (an average of 9.7); and Schuyler Avenue and Court Street (an average of 9.3); Wall Street and Court Street (an average of 7.3); and Washington Avenue and Court Street (an average of 6.7). These intersections also have heavy traffic with Schuyler Avenue having 14,100 vehicles passing at the River Street intersection; 10,800 at the Court Street intersection; 27,800 at Wall and Court Street intersection; and 10,500 at the Washington Avenue and Court Street intersection.

(See Appendix - A, Figure 14: Traffic Counts)

TABLE 32: TRAFFIC ACCIDENTS				
INTERSECTION	1992	1993	1994	AVERAGE
Harrison-River	4	5	N/A	4.5**
Harrison-Station	6	0	6	3
Harrison-Court	5	6	6	5.7
Indiana-Court	4	3	5	4
Indiana-River	3	1	N/A	2**
Indiana-Station	6	3	5	4.7
Indiana-Merchant	N/A	N/A	6	6*
Rt. 50-Grinnel	10	8	8	8.7
Rt. 50-Brookmont	7	6	6	6.3
Washington-Court	3	7	13	6.7
Washington-Station	3	3	8	4.7
Washington-Hickory	1	2	5	2.7

TABLE 32: TRAFFIC ACCIDENTS				
INTERSECTION	1992	1993	1994	AVERAGE
Schuyler-River	8	11	10	9.7
Schuyler-Station	4	4	5	4.3
Schuyler-Court	8	10	10	9.3
Schuyler-Chestnut	6	4	n/a	5**
Schuyler-Brookmont	7	1	5	4.3
Schuyler-Jeffery	0	2	6	2.7
Kennedy-Court	12	15	17	14.7
Kennedy-5th Ave.	9	8	5	7.3
Kennedy-Brookmont	7	4	4	5
Entrance-Court	5	9	5	6.3
Entrance-Brookmont	3	2	n/a	2.5**
Hobbie-Court	5	7	6	6
Hobbie-Rt. 50	2	4	6	4
Hobbie-Willow	N/A	N/A	8	8*
Wall-Water	1	1	N/A	1**
Wall-Calista	1	0	N/A	.05**
Wall-Station	2	5	4	3.7
Wall-Court	10	5	7	7.3
Curtis-Station	4	4	2	3.3
Curtis-Court	6	9	7	7.3
East-Court	5	1	5	3.7
Greenwood-Court	6	3	N/A	4.5**
Evergreen-Court	3	2	N/A	2.5**
Nelson-Court	5	3	10	5
Fairmont-Court	2	5	9	5.3
Hammes-Court	2	4	5	3.7
Eastridge-Court	3	3	6	4
5th Ave.-Court	4	7	8	6.3

TABLE 32: TRAFFIC ACCIDENTS				
INTERSECTION	1992	1993	1994	AVERAGE
Rt. 45/52-River Road	3	2	8	4.3
Water-Jeffery	N/A	N/A	6	6*
Curtis Jeffery	1	1	6	2.7
*Denotes 1 year average, **Denotes 2 year average Source: Kankakee Police Department				

b. Pavement Condition

The arterial and collector roads in Kankakee were assessed in February, 1994, and a subjective analysis of pavement and roadway condition was developed. The following table outlines the findings for each roadway for 1994. A point system was used for assessment, and the roads were described in either poor, fair, good, or excellent condition. The following point ranges were applied:

0.0 - 4.5	Poor
4.6 - 6.0	Fair
6.1 - 7.5	Good
7.6 - 9.0	Excellent

It appears that though the overall Average Road Grade (ARG) has remained substantially the same from 1984 to 1994 (6.2 in 1984, 6.3 in 1994), there is a need for resurfacing of several major thoroughfares. Many of the railroad crossings are in bad or deteriorating condition, though recent upgrades have taken place or are planned. (See Table 33)

TABLE 33: PAVEMENT CONDITION - AVERAGE FAU RATING					
STREET NAME	LOCATION	TESTERS			
		#1	#2	#3	AVG.
I-57 North	Airport-Rt. 45/52	7.9	7.6	7.6	7.7
I-57 North	Rt. 45/52-Court	7.9	7.6	7.6	7.7
I-57 North	Court-North	6.1	6.1	5.8	6
Brookmont	Kennedy-Center	7.2	7.4	7.9	7.5
Brookmont	Center-I.C.G.	6.7	6.6	7	6.8
Brookmont	I.C.G.-Schuyler	5.6	5.6	5.9	5.7
Brookmont	Schuyler-Rt. 50	7	7.1	6.9	7

TABLE 33: PAVEMENT CONDITION - AVERAGE FAU RATING					
STREET NAME	LOCATION	TESTERS			
		#1	#2	#3	AVG.
Rt. 50	Brookmont-Hobbie	8.7	8.6	8.8	8.7
Hobbie	Fairmont-Court	6.7	6.9	7.8	7.1
Rt. 45/52	Broadway-Fifth	8	8.6	8.3	8.3
Rt. 45/52	Fifth-Court	8.4	8.8	8.9	8.7
Fifth	Kennedy-Tracts	5.7	5.5	5.7	5.6
Fifth	Tracts-Court	6.1	5.4	5.7	5.7
Fifth	Station-River	6	6	6.1	6
Schuyler	Brookmont-Court	7	6.5	6.1	6.5
Schuyler	Court-River	5.5	5.6	5.8	5.6
Schuyler	River-Rt. 45/52	6.4	6.2	6.1	6.2
Indiana	Locust-Court	6.6	6.3	6	6.3
Indiana	Court-River	6.7	6.8	6.8	6.8
Harrison	River-Court	5.9	6.2	6	6.1
Harrison	Court-Rt. 50	6.5	6.4	6.5	6.5
Curtis	Jeffery-Court	7.1	6.9	7.4	7.1
Station	Court-Curtis	5.5	6	6.2	5.9
Station	Curtis-Wall	6.7	7	7.3	7
Station	Bridge	8.5	9	8.8	8.8
Station	Wall-Washington	6	6.2	6.2	6.1
Station	Washington-Harrison	5.7	6.2	6	6
Station	Harrison-Waldron	5.9	5.8	6	5.9
Elm	Court-River	7	7.7	7.2	7.3
Elm	River-Cobb	6	6.2	6.2	6.1

TABLE 33: PAVEMENT CONDITION - AVERAGE FAU RATING					
STREET NAME	LOCATION	TESTERS			
		#1	#2	#3	AVG.
Greenwood	Rt. 50-Tracts	7.5	7.3	7.3	7.4
Greenwood	Tracts-Chestnut	7.1	7.2	7.4	7.2
Greenwood	Chestnut-Court	4.5	5	4.7	4.7
Greenwood	Court-River	7.5	8	7.8	7.8
Greenwood	River-Cobb	7.6	7.9	8.2	7.9
Cobb	Greenwood-Chatham	7.6	7.6	7.8	7.7
River	Fifth-I.C.G.	4.9	5.8	5.5	5.4
River	I.C.G.-Elm	8	7.2	7.4	7.5
River	Elm-Water	6.3	6	5.7	6
Washington	Court-Water	6.1	6.5	6.3	6.3
Rt. 45/52	Water-River Road	7.5	7.5	7.3	7.4
Rt. 45/52	River Road-Airport	7.4	6.7	7	7
Longwood	Court-Melbrook	6.6	6.1	6.4	6.3
Chestnut	Entrance-Greenwood	6.5	7	6.8	6.7
Chestnut	Greenwood-Hobbie	7	7.5	7.3	7.3
Entrance	Brookmont-Tracts	7.7	8	7.7	7.8
Entrance	Between Tracts	7.5	7.3	7.5	7.4
Entrance	Tracts-Court	7.3	6.9	7	7.1
Grinnel	Rt. 50-Harvard	4.7	4.7	4.9	4.8
West Court	I.C.G.-Kennedy	6	6	6	6
West Court	Kennedy-Bridge	5.3	5.7	5.5	5.5

TABLE 33: PAVEMENT CONDITION - AVERAGE FAU RATING					
STREET NAME	LOCATION	TESTERS			
		#1	#2	#3	AVG.
West Court	Wall-Curtis	4	4.8	4	4.3
West Court	Curtis-Main	3.7	3.8	2.9	3.5
Rt. 113	Pipeline-Court	7.4	7.5	7.5	7.5
Rt. 113	Court-Water	4.5	4.4	5.1	4.7
Rt. 115	At Water	3.8	3.6	4	3.8
Rt. 115	Water-Jeffery	5.8	6	6.1	6
Rt. 115	Jeffery-Curtis	6.8	6	6.5	6.4
Southtech	Rt. 45/52-Kensington	7	6.8	6.5	6.8
Kensington	Southtech-Hamlynn	6.2	5.8	6	6
Kensington	Hamlynn-Jeffery	5.8	5.5	5.4	5.6
Water	Washington-Wall	5.6	5.7	5.5	5.6
Calista	Wall-Curtis	6	6.2	5.9	6
Calista	Curtis-main	5.8	4.9	4.7	5.1
Main	Calista-Rt 17	4.4	4.2	3.9	4.2
Main	Rt/ 17-Tracts	4	3.5	3.9	3.8
East Court	I.C.G.-I-57	6.8	7	7.5	7.1
East Court	I-57-Eastgate	5.5	5.7	5.2	5.5
East Court	Eastgate-Skyline	6	6.2	6.4	6.2
Nelson	Waldron-Court	4.5	4.9	4.7	4.7
Fairmont	Court-Hobbie	7.5	7	6.5	7
Hobbie	Fairmont-Rt. 50	7	7.2	7	7.1
Rt. 50	Hobbie-Indiana	8.3	8.5	8.1	8.3
Rt. 50	Indiana-Tracts	6.1	6.3	6.5	6.3

TABLE 34: PAVEMENT AREAS OF R.R. CROSSINGS		
STREET NAME	LOCATION	CONDITION
Fifth	ConRail Crossing	Bad
Chestnut	I.C.G. Crossing	Bad
Entrance	ConRail Crossing	Needs Level Bed
Southtech	I.C.G. Crossing	Bad

Grading Scale 0 - 9.0

Grades

Poor 0 - 4.5
Fair 4.6 - 6.0
Good 6.1 - 7.5
Excellent 7.6 - 9.0
1984 Average Road Grade 6.2
1994 Average Road Grade 6.3

c. River Crossings

The limited number of River Crossings (Court Street, Washington Avenue and Schuyler Avenue) which occur in close proximity to the Central Business District and the one major East-West arterial with a river crossing (Court Street/Route 17), combine to create a traffic congestion problem. As commuters travel West on Court Street, and fan out North or South across the Kankakee River, this area is encountering traffic levels beyond capacity.

3. PUBLIC TRANSPORTATION

The most recent major fixed route mass transit service in the area was provided by the Safeway Lines Company in the late 1950's. This service was terminated in 1958 because it was no longer financially practical to operate. In late 1975, the Free Wheeler, a small private transit system, was operated for several months, but it, too, was not a financially viable operation.

Private taxi companies provide some public transportation in the City. The City of Kankakee subsidizes taxi rides, through its Taxi Van program, for residents over 65 and handicapped individuals of any age.

Inter-city bus service is provided by Greyhound Bus Lines to Chicago and downstate. The monthly ridership between Manteno and Kankakee is approximately 40 persons.

Several social service agencies provide transportation for their elderly and handicapped clientele, and the fare ranges from free to a \$1.00 per ride. In 1995, the City of Kankakee implemented a public transit system (Kankakee Area Transit System) utilizing 18-passenger vehicles, which run on fixed routes. The system is operated by a not-for-profit entity, funded by a 3-year Housing and Urban Development grant.

4. PEDESTRIAN AND BICYCLE PATHWAYS

The City of Kankakee has a limited number of designated bikeway and pedestrian paths, which are principally located along the Kankakee River.

5. AIR TRANSPORT

The City of Kankakee is served by the Kankakee Airport Authority, with a local airport located Southeast of the City. This airport provides small plane service for the region.

The Greater Kankakee Airport is located South of Interstate 57, and West of the municipality of Aroma Park. The Airport provides plane service for the region and is capable of serving any corporate aircraft up to, and including, 727's. Airfield facilities currently include two fully instrumented, all-weather, intersecting runways. The primary runway is 6,000 feet long and 100 feet wide and the crosswind runway is 4,400 feet long and 75 feet wide. Taxiways from the apron/hangar area allow direct access to both runways. The Airport is bordered by agricultural, manufacturing and commercial zoning on three sides, and by residential and park district zoning on the northeast and a portion of the southeast sides.

Access to major air transport carriers is about 90 minutes traveling time from O'Hare International Airport, and 65 minutes from Midway Airport in the City of Chicago. State and federally funded studies have recently been completed to locate a new major airport located in the South suburban area to serve the Southern portion of the metropolitan region of Chicago.

6. FREIGHT RAIL TRANSPORT

The Illinois Central Gulf and Union Pacific Railroads provide major North-South freight rail transportation, while ConRail provides major East-West freight rail transportation. Other railroads providing services include the Kankakee, Beaverville, and Southern and the CSX Transportation.

(See Appendix - A, Figure 15: Freight Rail Lines)

3.04 GOALS AND OBJECTIVES

Chapter 2, the inventory and analysis phase of the study, provided the information base for development of the Goals and Element Plans. This Chapter (Chapter 3) contains a summary of the goals and objectives, followed by the individual plans for each of the planning elements, which include: Land Use, Transportation, Community Facilities, Housing, Neighborhood and Economic Development.

The following presents the goals and objectives for each of the planning elements. These goals and objectives are based on data and analysis of the relevant physical, economic and demographic conditions identified in Chapter 2, as well as the result of citizen input through interviews with the leadership of a variety of civic and community organizations. A detailed discussion of the goals, their rationale and implementation, is contained in each of the individual plan elements.

A. LAND USE GOALS.

1. RESIDENTIAL AREA GOALS

- a. Maintain appropriate population density in residential developments.
- b. Expand housing supply for all economic levels.
- c. Maintain and rehabilitate existing housing stock.
- d. Remove substandard housing.

2. COMMERCIAL AREA GOALS

- a. Strengthen the central business district.
- b. Establish incentives for private and public investment.
- c. Improve the appearance of existing commercial centers.
- d. Expand banking/law facilities in the downtown area.
- e. Develop appropriate commercial areas compatible with surrounding uses.
- f. Eliminate obsolete and deteriorated structures.

3. INDUSTRIAL AREA GOALS

- a. Develop industrial parks in close proximity to transportation.
- b. Relocate scattered industry to industrial parks.
- c. Annex industrial areas adjacent to the City.
- d. Maintain separation of industrial and residential areas.

4. PUBLIC AND SEMI-PUBLIC LAND GOALS

- a. Coordinate development of public and semi-public lands within context of City Plan.

B. TRANSPORTATION GOALS

1. Promote coordinated and continued transportation planning.
2. Support intergovernmental cooperation.
3. Reduce heavy traffic on local streets.
4. Establish new roads related to land use.
5. Control roadway access to new development.
6. Minimize disruption by encroachment of street right-of-ways.
7. Promote traffic safety.
8. Design streets to reduce congestion.
9. Minimize access points on expressways and major streets.
10. Establish effective mass transit system.
11. Extend commuter rail service to Kankakee metropolitan area.

C. COMMUNITY FACILITIES GOALS

1. Coordinate development of long-range facilities plan with operating agencies.
2. Implement the current parks improvement plan.
3. Create additional river-oriented facilities in appropriate locations.
4. Acquire land for parks prior to new development.
5. Establish planning areas for integrating schools, parks and playgrounds.
6. Review and upgrade sewer system treatment and storm drainage.
7. Expand or build new library facility.
8. Identify and protect local historic structures.

D. HOUSING GOALS/OBJECTIVES/STRATEGIES

1. GOAL - Maintain the quality of existing housing stock.
 - a. Objective - Upgrade deteriorating housing stock.
 - (1) Strategies:
 - (a) Identify existing single family homes which have been converted to apartments and allow them to be renovated to original use.
 - (b) Maintain existing program of licensure for dwellings suitable for renting.

- (c) In multi-family units allow structural changes for purposes of safety without increasing the density.
- (d) Identify distressed properties for either rehabilitation or demolition.
- (e) Conduct periodic housing inspection by quadrants or Ward.
- (f) Conduct hearings for housing violations in Housing Court.
- b. Objective - Coordinate a City-wide housing program.
 - (1) Strategies:
 - (a) Develop a comprehensive housing policy affecting code enforcement, housing rehabilitation and maintenance and encouragement of home ownership.
 - (b) Provide for communication between the City and the Kankakee County Housing Authority and other agencies administering housing programs in Kankakee for mutual support. Create neighborhood councils invested with powers aimed at neighborhood control of local issues, working in close contact with the City.
- c. Objective - Provide financial assistance to low-income homeowners for rehabilitation of housing.
 - (1) Strategies:
 - (a) Support agencies throughout the City to implement programs providing funds to low-income homeowners who participate in programs for rehabilitation of their homes and apartments.
 - (b) Coordinate social service and housing agency efforts related to housing.
 - (c) Provide incentives through property tax relief and low interest loans and grants from state and federal sources for proper maintenance, renovation and reconstruction projects.
 - (d) Engage in selective urban rehabilitation projects in the Central Business District and targeted neighborhoods.
- d. Objective - Promote the City's Historic District.
 - (1) Strategies:
 - (a) Grant more authority to Historic Preservation Agency and to neighborhood groups.
 - (b) Adopt stronger Historic Preservation Ordinance
- 1. GOAL - Promote home ownership.
 - a. Objective - Provide financial assistance to potential home buyers.
 - (1) Strategies:
 - (a) Identify Federal, State and local sources of funding for programs promoting home ownership.
 - (b) Support programs providing financial assistance, such as low-interest loans, to potential homeowners.

3. GOAL - Provide housing for residents with special needs.

E. NEIGHBORHOOD DEVELOPMENT GOALS

1. AREA ONE

- a. Goal - Maintain housing stock.

- (1) Objective - Continue monitoring of housing stock.

2. AREAS TWO, THREE AND FOUR

- a. Goal - Improve housing stock.

- (1) Objective - Implement code enforcement program.

- b. Goal - Provide neighborhood-based programs for specific areas.

- (1) Objective - Provide neighborhood-based programs for specific areas.

- (a) Strategies:

- (1.) Provide job training services.

- (2.) Provide appropriate social services to low income families and the elderly.

- c. Goal - Coordinate with objectives and strategies of the economic development goal to revitalize the neighborhoods.

F. ECONOMIC DEVELOPMENT GOALS/OBJECTIVES/STRATEGIES

1. GOAL - Attract business and industry to locate within the City.

- a. Objective - Ensure that the City has the resources available to support the location of business and industry within the City.

- (1) Strategies:

- (a) Assess the City's existing resources available to support business and industry.

- (b) Prepare inventory of the City's economic situation assessing Kankakee in terms of business needs, e.g., land, labor, capital, energy, finance, management/labor relations, taxes and quality of life.

- b. Objective - Recruit appropriate business and industry for relocations within the City.

- (1) Strategies:

- (a) Review current information regarding various types of business and industry for their growth potential and ability to create jobs.

- (b) Identify potential companies for recruitment, matching company requirements with Kankakee resources.

- (c) Establish business incubators.

2. Goal - Retain existing business and industry within the City.
 - a. Objective - Develop public/private partnerships to assist existing business and industry.
 - (1) Strategies:
 - (a) Identify existing businesses with greatest potential for growth.
 - (b) Assist businesses to acquire technology and improve productivity.
3. GOAL - Revitalize the neighborhoods.
 - a. Objective - Increase basic skills and job training opportunities.
 - (1) Strategies:
 - (a) Work with local elementary and secondary schools in partnership with area professionals to increase language and math literacy and to reduce dropout rate.
 - (b) Increase cooperation between local business and industry and Kankakee Community College to provide job training programs.
 - b. Objective - Target families with children in poverty for participation in local, state and federal programs.
 - (1) Strategies:
 - (a) Strengthen neighborhood organizations.
 - (b) Develop public/private partnerships for early intervention programs.
 - (c) Provide programs for upgrading and maintaining neighborhoods.
 - (d) Maintain a strict housing code enforcement program for rental property.
 - (e) Conduct a housing count.
 - (f) Provide support for neighborhood clean-up programs coordinated with neighborhood organizations.
4. GOAL - Redevelop the Central Business District.
 - a. Objective - Form private/public partnerships for funding rehabilitation of the Central Business District.
 - (1) Strategies:
 - (a) Form an Economic Development Corporation or an LDC.
 - (b) Identify and secure funding for development activities.
5. GOAL - Develop network of locally-based shopping centers.
 - a. Objective - Upgrade existing, small, neighborhood shopping centers.

- (1) Strategies:
 - (a) Identify and assess existing centers.
 - (b) Develop plans for improving appearance and access.
- b. Objective - Coordinate development of new shopping centers to complement the Central Business District.
 - (1) Strategies:
 - (a) Identify areas for new, neighborhood shopping centers.
 - (b) Identify types of businesses appropriate to the centers.
 - (c) Provide support for desired neighborhood centers.
- 6. GOAL - Develop a coordinated economic development program.
 - a. Objective - Provide diverse types of support for economic development efforts; and, Involve various groups within the City in planning and implementing economic development.
- 7. GOAL - Maximize the Kankakee River as a recreational resource.
 - a. Objective - Develop river recreational businesses in the Central Business District; Provide support for existing businesses along the Kankakee River; and, Develop areas for controlled access to the Kankakee River.
- 8. GOAL - Improve and maintain the general appearance of the City.
 - a. Objective - Landscape the entrances to the City; Rehabilitate the shopping centers and buildings along the entrances to the City; and, Provide ongoing upgrade and maintenance program for city neighborhoods.
- 9. GOAL - Forge links to the region.
 - a. Objective - Include the South Suburbs and the City of Chicago as factors in the overall development plan; and, Promote mutually beneficial economic development activities.

3.05 THE PLAN ELEMENTS

Chapter Two contains the individual plans for each of the planning elements: Land Use, Transportation, Community Facilities, Housing, Neighborhood Development and Economic Development.

A. LAND USE PLAN

The general development plan designates the distribution pattern for various categories of land use for private, public and semi-public development. It establishes the amount and relationship of various land use categories to natural boundaries, transportation arteries and other factors.

By guiding the development and growth of Kankakee with a balanced land use plan, no single use will create a burden in terms of public expenditures or aesthetic dominance. For example, establishing sufficient land areas and services for industrial use allows the City to create an atmosphere favorable to firms seeking new locations. These firms, in turn, will provide jobs and tax revenue for a growing population. However, the percentage of industrial land must not be allowed to exceed reasonable requirements. Too great an allocation of land for industrial use can result in large areas of unused land and a scattering of small industrial areas that are difficult to serve. Likewise, commercial, residential and public uses must be planned in proper quantities for a given population.

The land use plan indicates graphically the area recommendation for each category of planned land use. The plan serves as a guide for coordinating development and redevelopment programs within existing administrative procedures. It is not a rigid model, but rather a flexible blueprint from which thoughtful planning changes may originate when individual situations require. The land use plan is divided into four basic land use categories, including residential, commercial, industrial, and public and semi-public land uses.

1. RESIDENTIAL LAND USE

The largest category of planned land use in Kankakee is residential. Residential land has been categorized by an ascending scale of density, i.e., the number of dwelling units within a given area, usually designated as dwelling units per acre. By managing population density, it is possible to regulate the relationship of dwelling units to the facilities and services that are required for support.

The density guide established for the designated residential lands has a range of five categories: low, medium low, medium, medium high, and high. Density within each of these categories will be decided at the time the property is developed and will be determined by the needs of the community and the location and characteristics of the property.

The density ranges recommended for application in Kankakee are as follows:

Low	not more than two (2) dwelling units per gross acre
Medium low	not more than four (4) dwelling units per gross acre
Medium	not more than six (6) dwelling units per gross acre
Medium high	not more than thirteen (13) dwelling units per gross acre
High	not more than twenty two (22) dwelling units per gross acre

Density of residential areas vary, of course, with their proximity to other land uses and supporting facilities. Close proximity to the central business district requires a higher density. Near the City's center, smaller lots or higher density should be permitted. Larger parcels or a combination of small lots would serve as an incentive to increase the number of units permitted.

Existing structural conditions are also a major factor in determining the recommended population densities in built-up portions of the City. As the distance from the central business district increases, the change to higher density diminishes, as single family homes become more prevalent and lot sizes increase. In addition, as a public transit system develops, density should increase close to established transit routes.

As density increases, ground area per dwelling unit decreases. Therefore, while low, medium low, and medium density areas contain mostly single family homes, medium high and high density areas contain three (3) or four (4) unit structures, garden apartments, and multi-storied apartment buildings.

The price range within each housing type must also cover the needs of the varied population of the City. The outdated idea of using multiple family units only as a buffer between single family dwellings and less compatible uses should be discouraged. The largest concentration of people should not be placed close to incompatible land uses.

Apartment dwellings should be an alternative choice in the housing market. Future multiple family housing units must be built with high planning, design and construction standards. By the gradual replacement of sub-standard apartment buildings and large homes that might otherwise be converted to apartments, the public's conception of apartment living will be broadened. Neighborhood stability is not threatened by the standards at which such apartment units are maintained. Once these high standards are achieved, the demand for quality multi-family housing should increase considerably.

There are, of course, a number of other land uses required in residential areas. Streets, public buildings and facilities and restricted commercial areas should be located within all large residential areas. The typical land use distribution for residential sections in Kankakee should be approximately as follows:

Residential	60-67% of the gross land area.
Public uses	(parks, schools, etc.) 10-12%.
Neighborhood shopping and institutions	3-5%.
Local streets	18-20%.

2. COMMERCIAL LAND USE

The types of business centers designated for Kankakee and their functions are the downtown business district, neighborhood shopping centers, service business centers and office research parks.

- a. The downtown business district serves the entire City and a wide trade area beyond. The downtown area has transitioned from a compact core area of prime retail trade establishments into an office, financial and governmental center with an adjoining area for service businesses.
- b. Neighborhood shopping centers serve as a convenience to nearby residents for limited shopping needs. These centers are, therefore, located adjacent to various outlying residential sections.
- c. Service business centers are adjuncts to the prime retail trade area (the central business district), and neighborhood shopping centers at scattered locations. These centers should be located in separate areas from residential neighborhoods although sometimes immediately adjacent to other business uses.
- d. Office research parks are typically developed planned centers located near an interstate highway to attract corporate offices. The City should promote a new office research park at the proposed new interchange at I-57 and River Road. The intent of this office park would be to attract development from outside the region.

Each of these business types is distinct in function and, as such, should not be located indiscriminately. Service oriented business establishments are ones where a special service is rendered to the customer, usually at infrequent intervals. These businesses are not generally compatible with prime retail trade areas. Abrupt changes from prime retail uses to service business uses can create a barrier to attractive and efficient operation. Principal problems involve distance between establishments, lack of a compact area which affects convenience to the shopper, lack of loading and parking space and other such factors.

Existing neighborhood centers, such as the existing strip development along Court Street, cannot easily be rebuilt to the standards established for new business centers. However, adequate off-street parking facilities should be provided as close to these areas as possible and reconstruction or modernization encouraged. In some cases parking may be provided at the rear of these commercial properties.

Several neighborhood shopping centers are located throughout the planning area. Their scope and construction should be scaled to local neighborhood shopping needs. These scattered neighborhood shopping centers, while limited as to the number of businesses, should offer the shopper the convenience of adequate parking and

pleasant surroundings. In newly developed areas, each shopping center should be planned as a unit with adequate parking, access and proper site orientation. Sufficient areas should be left for pedestrian ways and landscaping to make daily shopping a pleasant experience. Strip development along major streets is usually deemed to be detrimental and should be discouraged. Properly planned and organized centers should be permitted to undertake serving future residential areas.

3. INDUSTRIAL LAND USE

The retention and attraction of adequate industry in Kankakee is a fundamental objective of the this Plan. Expansion of industry is vital to the entire economic growth of the area. With this growth comes a broader tax base resulting in better public services. Employment opportunities also will increase, thus providing jobs not only to the City's residents, but also to the area's growing population.

Approximately nine (9) percent of the land within the City limits is utilized for manufacturing uses. The modern concept of land-use planning for manufacturing requires that a greater percentage of land area be devoted to such uses. Modern manufacturing establishments require spacious building sites as settings for buildings, open space, off-street parking, and loading facilities. Attractive, well designed industry can enhance the appearance of the City and should not be an eye sore to the community. Well landscaped buildings provide a campus-like appearance in modern industry.

Another consideration is the provision of space for future industrial expansion. Future growth of an industry must be provided for, in advance, if economies are to accrue from building an organized industrial complex.

This plan provides for new industrial areas permitting heavy industrial operations. Smaller, more compact industrial plants can accommodate heavier commercial services, along with small manufacturing operations. Even these areas, however, must be able to expand; thus, there should be a variety of such sites, in terms of size and use restrictions, available within the urban area. A substantial amount of industrial land is located in the unincorporated areas to the Southwest of the City. The City should attempt to annex these lands to increase the tax base.

4. PUBLIC AND SEMI-PUBLIC LAND USE

The fourth principal land use category involves public and semi-public land use necessary to properly support the City. This includes parks, schools, religious institutions and other agencies which are scattered throughout residential, commercial and industrial areas. The sites shown on the Proposed Land Use Map in the general plan are representative of the City's long-range needs. The City's parks and recreation facilities are discussed in detail in the Community Facilities Plan element.

5. CENTRAL BUSINESS DISTRICT PLAN

High on the list of objectives of the planning study is the continued strengthening of the character and attractiveness of the Central Business District (CBD). The central area is the heart of Kankakee. The downtown is a unique and irreplaceable part of the city, with many historic buildings.

The Central Business District has lost much of its retail activity to outlying areas. Most cities in the United States have evolved in a similar fashion, with downtowns changing from commercial centers into business office centers as regional shopping centers are built in outlying areas.

The Central Business District continues to be the governmental and finance center of Kankakee County. A high percentage of the professional offices in the Kankakee area are located here. Financial institutions, governmental services and places of entertainment are also centered here. It is important to consider all of these functions of the central business district to appreciate the importance of retaining and improving this vital asset.

The Central Business District is considered to include the area bounded by Chestnut Street to the North, Harrison Avenue to the East, Hickory Street to the South and the Illinois Central Gulf Railroad tracks to the West. The area West of the Illinois Central tracks, bounded by Chestnut Street to the North, Merchant Street to the South and Washington Avenue to the West forms a satellite business environment to the CBD. This area has been under extensive review for the past several years by the Kankakee Development Corporation (K.D.C.).

Many of the blocks adjoining the central business district contain some of the City's oldest structures, mostly residential, which range in quality from acceptable to substandard. A high percentage of these dwelling units are occupied by persons who work in or near the central business district. The City and downtown business organizations should lead the rehabilitation and redevelopment of this residential fringe with up-to-date housing and appropriate community facilities.

The plan for the downtown area must be flexible, reflecting changes as they occur. The plan must also serve as the basis for the ongoing work of the Kankakee Development Corporation.

As the programs of Kankakee Development Corporation continue, there will be further expansion of retail trade and office facilities, particularly in relation to the sites now vacant or marked for redevelopment. Other programs will promote implementation of the Appearance Improvement Plan, improved space utilization and further long-range planning.

6. APPEARANCE IMPROVEMENT PLAN

The appearance of the City is of vital importance. Residents and visitors form their opinions about a community based, in part, on appearance. If the public rights-of-way and business and commercial areas are attractive and well maintained, then residents and visitors are likely to have a positive opinion of the City. Outside investors, too, form their opinions of the City based on their first impressions of the commercial "front door" of the entrances into the community.

The main entrances to Kankakee provide the visitor an important first impression. These entrances should be attractive and well landscaped. They set the image of the community. Illinois Route 17 (Court Street), Illinois routes 50, 45 and 52 (Hobbie Avenue, Kennedy Drive and Schuyler Avenue) provide main entryways into the City.

The general street-scape of City entryways is similar to entryways in most other American cities. The appearance can be characterized as dominated by utility poles and overhead wires with sparse landscaping, discontinuous sidewalks, scattered, substandard parking lots, and varying, unrelated architecture and signage. The City should lead the effort to substantially upgrade both the appearance and commercial function of all commercial entryway streets. Thus, the following steps should be taken:

- Move or improve aboveground utilities;
- Landscape public rights-of-way and encourage same on private property;
- Reduce the number of existing curb cuts;
- Combine lots for new buildings when practical;
- Develop improved shared parking facilities; and
- Cluster buildings for pedestrian use.

The City should work with the existing businesses to achieve this new look. Responsibilities should be divided between the City and local business. The City should:

- Encourage the State to improve pavement quality;
- Landscape the public parkway;
- Encourage I.D.O.T. to landscape I-57 Interchanges; and
- Coordinate and encourage the landscaping and improvements to public property.

The Business community should:

- Landscape and improve the appearance of property
- Improve off-street parking and circulation related to their businesses;
- Close unneeded curb cuts and rights-of-way and replace them with landscaping and parking; and
- Combine lots for major new buildings.

B. THE TRANSPORTATION PLAN

The purpose of the Transportation Plan element is to present the major transportation issues and the goals and objectives for the City's transportation system.

Transportation is a prime factor in obtaining industry and in insuring the highest quality of new development. This is true in terms of highway service, rail service and, particularly, in terms of the possible location of a proposed third Chicago regional airport to the North of Kankakee. Should such an airport be located in Kankakee or Will County, there would be an instant and dramatic impact upon all levels of development in and near Kankakee.

Central Chicago will remain the focal point of regional transportation systems for years to come. Existing and new transportation systems will feed the satellite cities with emphasis on access to commercial and industrial centers. As the Kankakee area continues to expand more flexibility in transport service will be required. This is especially true in relation to rail service for both passengers and freight. Commuter rail service should be encouraged to extend to include the City of Kankakee. This would permit development of extensive new housing for the commuter market and would greatly improve accessibility by Kankakee employees to the downtown Chicago labor market. If the third airport is located in the area, Kankakee could assume the role of a major terminal and distribution center.

Of equal importance to the improvement of the overall transportation system is the provision of inter-modal transfer. This involves the interconnection of road and rail service and, should it become applicable, air service. This will require new terminal locations for passenger and freight rail traffic and new roadways for service to these areas. Access patterns between residential, business, and industrial areas should be considered a primary element of the long-range transportation plan. To this end, special attention has been directed towards a long-range street and highway system for the study area.

A comprehensive Transportation Improvement Plan (TIP) was developed for the urbanizing portion of Kankakee County in 1979, with updates in 1984, 1989, 1991 and 1995. The plan set forth a series of recommended roadway, public transportation, and related improvements for the Kankakee urbanized area.

Relatively little money can be allocated for major transportation improvements, as the costs of major road rebuilding now far exceeds the money available for road improvements. This plan will describe those improvements that can be made with available resources and those that are desirable if funds become available.

Implementation of recommendations of the regional transportation plan is primarily the responsibility of government, including the State, County, City, and Townships. In addition, some of the recommendations for public transportation require efforts by private groups and by private enterprise. The cooperation of all entities providing transportation facilities is required if the region is to have an effective and safe transportation system.

1. TRANSPORTATION PROBLEM IDENTIFICATION

A major part of any transportation study is to identify those areas of the transportation system that are inadequate, so that programs can be developed to correct such deficiencies. The following summarizes the problem areas identified in the data section of this plan.

a. Inadequate Pavement Conditions

The arterial and collector roads in Metropolitan Kankakee were assessed in February, 1994. It appears that though the overall Average Road Grade has remained substantially the same from 1984 to 1994 (6.2 I 1984, 6.3 in 1994), there is a need for resurfacing of several major thoroughfares. Many of the railroad crossings are still in bad or deteriorating condition.

b. Traffic Congestion.

There are several traffic congestion points in the City and Metropolitan region. Major concerns in the City are the traffic on Court Street and Kennedy Avenue, Schuyler Avenue and River Street and Schuyler Avenue and Court Street.

c. River Crossings

There are an inadequate number of River crossings to provide appropriate levels of access throughout the City. As a result, residents have inadequate access to essential services such as hospitals, the Central Business District and other commercial shopping areas in and around the City.

2. HIGHWAY IMPROVEMENT PLAN

The Highway Improvement Plan guides road improvements in the study area for the short term future through maintenance and upgrading of the road system. The Transportation Improvement Program (TIP) evolves from and is a part of the Highway Improvement Plan. The TIP is prepared each year for the metropolitan area by the Metropolitan Planning Organization (MPO), which is composed of the mayors of the four municipalities in the region, the City of Kankakee and the Villages of Bradley, Bourbonnais and Aroma Park, and the chairman of the County Board.

The financial resources available for road improvements are far short of the revenues needed to perfect the system. The plan, must, therefore, allocate scarce resources to those projects most needed in the area. The identification of need is of course partly a subjective decision, although every effort has been made in this study to develop an objective evaluation of need within the region. Highway improvements impacting the City of Kankakee are carried out within this regional context.

In general, the roadway system within the region functions well. There are some possible new alignments and intersections that will be evaluated within this Chapter. However, given the present financial situation and current slow growth in population and traffic, most of the projects discussed in this plan and programmed in the TIP are limited to maintenance and improvement of the existing systems.

3. SHORT RANGE TRAFFIC IMPROVEMENT PROJECTS

The accident data for intersections with a high number of accidents was evaluated. Each intersection was examined and observed. The Transportation Improvement Program addresses many of these problems.

Major routes carrying "through" traffic should be planned and developed to reduce the number of cross streets. This will improve traffic flow and reduce conflicts along major routes. Wherever possible, interference with traffic flow on major streets should be restricted by limiting cross streets to no more than one per quarter mile. Also, on major streets in new residential areas lot frontage should be restricted when possible and frontage encouraged on marginal access roads where the undeveloped condition of the land permits additional right-of-way width. Much of the City's existing thoroughfare system is already lined with developed properties, making frontage restrictions and back-up treatments impractical. In these cases, existing conditions limit thoroughfare improvement to pavement widening, signalization, channelization, and parking. Thus, it is especially important that, wherever possible, improvements be promptly made to major routes for both safety and convenience.

Except for a few diagonal routes, the major thoroughfares form a grid pattern of North-South and East-West routes. The major thoroughfare network is based on the existing street system, but extensions and improvements would increase capacity and improve traffic flow sufficiently to handle much of Kankakee's future traffic needs at reasonable levels of service.

4. COLLECTOR STREETS AND HIGHWAYS

A series of collector streets and highways is necessary to supplement the network of freeways, expressways and major streets and highways described above. These collector-type facilities are provided for the efficiency and accommodation of short trips. The following map illustrates collector roads, including major four lane roads in the city and surrounding area.

(See Appendix - A, Figure 16: Collector Roads)

The next major project for the urban area recommended by this Plan is the improvement of Brookmont Boulevard to four lanes, with a new tunnel under the I.C.G. railroad tracks. Several other highway improvement projects included in the TIP are also recommended.

An additional recommended improvement is the construction of a new bridge across the Kankakee River, North of Court Street. The area West of the River is likely to continue to grow, and the traffic created will eventually overload Court Street. A number of alternatives have been considered for a new River Crossing. In addition to the roadway transportation elements discussed above, several other transportation elements have been proposed. These would include the strengthening of services at the Kankakee Regional Airport and improvement in METRA Illinois Central Gulf service.

Perhaps the most important single factor affecting future transportation operations in the Kankakee area is the possible location of a third Chicago regional airport. If a site is selected in this region, there would be rapid economic and residential growth. Location of the airport in the South portion of the Chicago Metropolitan area would bring with it a similar airport-oriented expansion that followed the development of O'Hare Field.

In order to avoid the congested and complicated transportation problems that accompanied the development of O'Hare, extensive planning of the road and transit network must be undertaken if the City is to avoid the type of gridlock associated with regional airports and major metropolitan areas.

The present amount of land used for streets and alleys in Kankakee equals approximately 27.2 percent of the total developed area. Compared to other American cities of similar size, this is somewhat less than the average condition which is about thirty (30%) percent. A typical gridiron street pattern, if fully utilized, will cover about 32 percent of the land.

In future development, the rigid gridiron system should not be used. A more flexible curvilinear street system should be established which adapts itself to natural drainage, topography, and discourages "through" traffic in residential areas. However, such a road network should not meander without form. North/South streets should start and end on a North/South alignment. East/West streets should also keep their alignment so that the street form does not become formless and confusing.

Interior residential streets should be constructed only for local traffic movement. In areas only partially developed, it may be possible to alter existing street patterns to halt the continuity of some streets and improve operational characteristics of others.

5. THE PUBLIC TRANSPORTATION PLAN

The Kankakee Area Public Transportation Plan was initially developed in 1979, with updates in 1984, 1991 and 1995. The principle findings of those plans and studies are summarized and made part of this plan.

All previous plans have called for the development of a public transportation system to serve the Kankakee metropolitan area. The service could be either a fixed route system, originating from the central area of Kankakee, or a demand response system.

a. Fixed-Route System

The City of Kankakee, under a three-year grant from the U.S. Department of Housing and urban Development, sponsored the development of the Kankakee Area Transit System (KATS) during the Spring of 1995. The long-term goal of KATS is to develop a transit system for the entire Kankakee Metropolitan Area. The short-term goal of KATS is a three-year demonstration project. The demonstration project has leased three vehicles for FY 1996 and will lease four vehicles for FY97. The initial schedule was based on a two-hour schedule but this was reduced to a one hour schedule after the first three months of operation. The services are available to the general public from 7:00 a.m. until 6:00 p.m., Monday through Friday. All three current vehicles are equipped with an ADA level lift system. The system is currently focused to provide transit services in areas that are transportation disadvantaged and/or that promote education, career and employment opportunities. Senior citizen housing developments and congregate meal sites are also included in the routes.

A voluntary Board of Directors has been established to oversee the operation of KATS, and KATS has been incorporated by the State of Illinois as a not-for-profit corporation. The Advisory Board provides leadership and input to expand the focus of KATS beyond the current limits of the City of Kankakee.

Based on the success of the system within the City, the City of Kankakee is currently applying for a transportation grant from the Illinois Department of Transportation that would allow for expansion of the system to extend as far North as Manteno and to include Aroma Park, Bradley and Bourbonnais.

(See Appendix - A, Figure 17: Bus Routes)

b. Demand-Respond System (Taxi Van)

The Taxi Van program operated in the City of Kankakee is offered as a demand responsive transportation service to citizens who have no other transportation options.

c. Car Pooling

Car pooling is important primarily for those workers traveling North to the Chicago Metropolitan area for employment. For trips to major employment centers to the North, however, car pooling efforts become more cost effective. A typical work trip to the rapidly growing employment centers in Du Page County and near O'Hare Airport take from 60 to 90 minutes, and represent a major cost for the worker. It can, thus, be expected that many workers would be interested in car pooling. As part of its overall public transit planning, the City should consider developing a car pooling program.

6. ONGOING TRANSIT PLANNING

This plan calls for the evolution of the existing KATS system and the limited demand response system into a more comprehensive system providing improved service to the general population. Effective transit planning requires that the recommended system, when implemented, be carefully monitored so that successful actions and policies may be continued and unsuccessful actions and policies be modified. Use, maintenance, safety, and reliability should be monitored as part of the recommended transit system planning. Monitoring public attitudes and needs, and coordination with long range transit planning are likewise included as part of the recommended transit system planning.

7. BIKEWAYS

This plan calls for the development of bikeways throughout the City. The purpose of the bikeways system is to provide an alternative method of access to shopping, work, and recreation. Bikeways can be in existing street pavement where the area is already urbanized. A separate bike lane is preferable where possible. Bikeways should be developed on both sides of the River throughout the City and into adjacent areas. Bikeways all the way to the Kankakee River State Park and the proposed Kankakee National Park should be developed. North South bikeways should also be developed.

C. COMMUNITY FACILITIES PLAN

The character of a City is reflected to a notable degree in the quality of its community facilities, including its schools, parks, utilities and other public buildings and equipment. Beyond the consideration of civic pride, a high standard of design and efficiency in the development of adequate public structures and facilities has other advantages. In a competitive situation between similar communities for desirable commerce and industry, those with attractive and properly functioning community facilities will likely have a marked advantage.

A number of agencies are responsible for the operation of public facilities. The development plan should serve as the coordinating device for establishing the locations and priority of the various necessary improvements. To this end, the planning studies and projections of these agencies should be regularly reviewed so that the overall land-use plan can be amended, as required. Several of the affected agencies have prepared such long-range development plans. These have been used as a basic ingredient in the formation of the comprehensive plan.

1. PARKS AND RECREATION

A fundamental goal of the Kankakee general development plan is the provision, for the City's closely built-up areas, of adequate open space. This space can take the form of parks, play fields, trails, and other recreational areas. This goal is partially attainable by preserving open areas along existing streams, natural drainage ways and storm retention basins. These green belts serve a double purpose by linking large parks and acting as part of an effective storm water drainage system.

The Kankakee Valley Park District (K.V.P.D.) is the local agency which is charged with the responsibility of administering the regional park system in Kankakee and Aroma townships. The K.V.P.D. plan for improvement of the park system recommends the acquisition of additional park land for specific purposes. This improvement program is aimed at responding to the future needs of the District within the anticipated long-range financial capabilities of the District. The most important elements of the plan are set forth on the plan map which designates major land acquisition projects to be undertaken by the Park District.

(See Appendix - A, Figure 18: Major Park Facilities)

It is recommended that the K.V.P.D. Plan be revised to include the following programs: (1) maintenance and upkeep of existing recreational facilities; (2) creation of additional water oriented facilities on the North side of Kankakee, coordinated with the redevelopment of the Central Business District; (3) enlarged marina facilities at several locations along the Kankakee River to provide access to the River from residential areas; (4) a regulation golf course and practice facilities, including a par three course for beginners and youngsters; (5) additional lighted ball diamonds; (6) additional tennis courts lighted for night use; and (7) additional play areas and play equipment, especially in the densely populated portions of the City.

Additional land for future developments should be acquired prior to need and made available for park use. The improvement program suggests that alternative locations for major, new facilities as needed should relate land acquisition to population density and access patterns. Enlarging and improving existing parks should continue. The distribution of park lands and facilities should reflect the various age groups within the District. Park related activities, such as summer youth programs, special events, cultural exhibits and use by organizations which are sponsored by or housed in Park District facilities should continue.

The improvement program includes a finalized series of recommendations which would establish within the District Nine (9) new park areas totaling 540 acres, the major renovation of three (3) existing parks and minor improvements at fifteen (15) others. A community center complex has been included in a plan for Small Memorial Park.

Additional agencies that provide land for recreation include the Kankakee River Valley Forest Preserve District and the Kankakee River State Park. These two agencies have preserved a substantial amount of open land within and near the City. City efforts should be coordinated among the Park District, Forest Preserve District, and the State to optimize open space and passive recreation.

The Kankakee County Comprehensive Plan adopted in 1992 called for the development of lakes and storm water and sedimentation retention basins in a national park East of Momence which would slow the rate of storm water run off and prevent the six mile navigable pool of the Kankakee River from being filled with sediment.

It is also recommended that the Park District and other local agencies work closely to develop a highly unified improvement program. This would be of great value in working with land developers and in establishing long-range annexation policies and programs.

2. EDUCATION

Education is one of the most important aspects of community development. The plan recommends the distribution of residential land into planning units, each to comprise, in general, the area served by a single elementary school. For areas not yet developed, the elementary school should be planned in conjunction with a neighborhood park and playground facility.

3. WATER SYSTEM

Increasing demands for water supply will necessitate careful planning for the extension and improvement of the water system. Not only a growing population, but a greatly increased industrial concentration, will impose a marked increase in the demand for water supply. Since the water system in Kankakee is owned by a private company, Consumer Illinois Water Company, the extension of necessary lines should not pose a problem to the City in terms of financing or construction. The company should make water supply available to any area as soon as the scale of development warrants service. The City has recently investigated the possibility of operating its own water company which would have the advantage of increased City control over new development and the timing of upgrades to existing facilities and water lines.

4. SANITARY SEWER SYSTEM/STORM SEWERS

The City, in conjunction with other Metro area governments, formed the Metro Wastewater Utility. Waste facilities in Bradley and Bourbonnais ceased operation when the new system went on-line. The plant currently serves the City of Kankakee and the villages of Aroma Park, Bourbonnais and Bradley. The system is designed to treat twenty-four (24) million gallons per day. Additional treatment and the elimination of by-pass and overload conditions will improve local conditions.

Of equal importance is the proper provision for storm drainage, especially in those areas where flooding problems now exist. Future development should be restricted in low, marshy areas, through use of flood-plain zoning restrictions. In all other areas, the complete separation of storm and sanitary sewage should be strictly enforced to minimize overload conditions at the treatment facilities.

5. PUBLIC LIBRARY

The original public library, located at 304 South Indiana Avenue, was built in 1899 and served a 1900 population of 11,000 people with a collection of approximately 3,000 books. The City's current population, over 27,575, is served by the same facility but with a collection of over 100,000 books, 2,000 video and audio cassettes and subscriptions to over 100 magazines and periodicals. In 1994, a state grant helped install an elevator in order to

make the facility accessible to disabled persons, although the facility's limitations can not adequately accommodate the increased population and the size of the collection. In 1996, the Library Board of Trustees, responding to numerous inadequacies with the existing facility, hired a library building consultant to develop a needs assessment for the library. Initial results of the study indicated that a facility roughly four times larger than the current one would be needed to optimally serve a community the size of Kankakee. Given the limitations of the current building, the City should pursue the construction of a new library facility or an expansion of the existing one.

6. HISTORIC PRESERVATION

In 1985 the City adopted an ordinance establishing a Historic Preservation Commission for the purpose of designating and preserving buildings and places within the corporate limits which reflect the historical heritage of the area. Through adopted procedures and standards, the Commission is responsible for recommending the designation of local historic landmarks and to review and issue or deny certificates of appropriateness for proposed changes to the exterior appearance of such buildings afforded landmark status. Thus far, three buildings and one district have been designated as local landmarks, which include the Illinois Central Rail Road Depot, Kankakee Public Library, Lemuel Milk Barn/Stone Barn, and the B. Harley Bradley House, also known as "Glenlyod" or the "Bird House." In addition, two buildings and two districts have been listed on the National Register of Historic Places. These include the Warren Hickox and Charles E. Swannell Houses, and the Riverview and Kankakee State Hospital Historic Districts. In order to preserve the City's historical character and to heighten civic awareness and pride, the City should continue to identify and protect, through utilization of the Historic Preservation Commission and local preservation ordinances, local landmark structures and areas.

D. HOUSING PLAN

Housing in the City of Kankakee, more than any other element, reflects the extent to which the recession of the 1980's affected local neighborhoods. As unemployment peaked, fewer and fewer improvements were made to existing housing stock. Housing starts remained at a virtual standstill for a decade from 1980 to 1990.

1. CONDITION OF HOUSING STOCK

Over sixty (60) percent of the housing units in the City are single family residences. Conversion of large, single family dwellings into multiple family units resulted in densely populated neighborhoods and on-street parking problems. These factors have combined to make the maintenance of the housing stock a serious issue. Housing conditions vary greatly according to location. The single family homes of Area One are typically well maintained. In this area, it is important primarily to preserve this base of housing through continued monitoring. As long as the economic level of this area remains high, housing stock will likely continue to be properly maintained. In the other areas, however, there are housing maintenance problems of varying degrees. In neighborhoods such as those of Area Two, where the housing is predominantly single family homes, over half of which are owner occupied, there is a need for an enhanced code enforcement program, coupled with various forms of assistance to homeowners for home rehabilitation and maintenance. Area Three consists mainly of apartments and duplexes, and is predominantly renter occupied. The single family homes in the neighborhoods of this area are also mainly renter occupied, which indicates a need for an enhanced code enforcement program in order to maintain the quality of the housing. The housing in Area Four is also predominantly apartments and duplexes, with some single family homes, and is renter occupied. As with Area Three, an aggressive code enforcement program to maintain housing quality is needed.

Three programs are recommended to maintain the quality of housing stock in the City: (1) an aggressive code enforcement program; (2) various forms of financial support to homeowners for housing rehabilitation and maintenance; and, (3) a program to encourage and support home ownership.

a. Single Family Homes

For the large number of single family homes which are owner occupied, a program which combines aggressive code enforcement with various forms of financial assistance for home rehabilitation is recommended. In addition, given the high proportion of families renting single family homes, and the median age of 32, which indicates a predominance of young families, a program, such as Neighborhood Housing Services, Inc., which is discussed in this Plan, to encourage and support home ownership is an important tool in maintaining the quality of housing.

b. Apartments and Duplexes

Many of the apartments are in areas of high unemployment and low income which makes these buildings particularly vulnerable to deterioration as the renters do not have the resources to maintain their apartments and frequently do not make demands on the landlords for building maintenance. An aggressive program of code enforcement is needed to maintain minimum standards, regardless of the income of the residents.

2. HOUSING ISSUES

The deterioration of the housing stock has had negative effects on the City. The perception of residents that the City has a high proportion of deteriorating housing and declining property values is likely to deter residents from spending time and money for the maintenance and rehabilitation of their homes. In addition, the continuous increase of a substandard housing stock and the growth of generally deteriorating neighborhoods, or portions of neighborhoods, deter new businesses from locating in the City; deter existing businesses from expanding; and ultimately induce others to relocate. The consequent deterioration in the tax base has an adverse effect on the municipality's ability to provide high quality services.

Thus, the condition of the housing stock is a major factor in the continued redevelopment of Kankakee. In this regard, there are several housing issues of particular importance, including the need for affordable housing; the conversion of single family homes into multi-family units, the deterioration of the existing housing stock; the lack of new housing construction; and the declining economic base.

a. Shortage of Affordable Housing

A shortage of affordable housing exists for low and very low income residents. The overall vacancy rate is 8.7 percent and the average rent paid is \$360. There has been an increase in one- and two-member households, and an increase of 56 percent, between 1980 and 1990, in the number of households living in assisted housing programs. During the same period of time, from 1980 to 1990, the number of available units decreased by 3.43 percent due to the demolition of substandard housing. Thus, there is a need for safe, sanitary affordable housing for low-income families and the elderly.

b. Conversion of Single Family Homes

With the declining economy and the pressing need for low-cost housing, larger, single family homes have been converted into apartments, without official sanction. Many are owned and managed by absentee landlords. These buildings are both a housing and a social problem, being overcrowded and unsafe as well as contributing to the general decline of the housing stock, thus, there is a need for an aggressive city-wide code enforcement program, along with development of affordable, safe housing.

c. Deterioration of Housing Stock

The age of the housing combined with a declining economic base have resulted in a general deterioration of the City's housing stock. With unemployment comes the necessity for low-cost housing, which decreases the amount of rent that can be charged, and results in a lower return with fewer funds available for reinvestment in the properties in the form of maintenance. At the same time, people with limited resources and no housing tend to rent sub-standard housing, including converted units.

Overcrowding, an increased rate of deterioration and high unemployment make it difficult for owners to maintain their homes. Renters of single family homes frequently can not afford to maintain them, and absentee landlords of single family homes are responding to the same conditions as landlords of apartments buildings or conversions.

d. Lack of New Housing Construction

There has not been any new affordable housing built in Kankakee for approximately twenty years, and there is a need for affordable housing for young families, low-income renters, particularly the "at-risk" population in danger of becoming homeless, and the elderly. As discussed above, the lack of such housing contributes to the deteriorating housing stock as well as to a variety of social problems. There are other housing needs including homes for independent living (group homes) and emergency housing for the homeless. A program of investment in affordable housing is needed, as well as financial assistance to encourage and support home ownership.

3. EXISTING PROGRAMS

There are several private and public agencies currently providing housing related services. These include:

a. Kankakee Neighborhood Housing Services, Inc. (KNHS)

Kankakee Neighborhood Housing Services, Inc. (KNHS) serves households within an area generally bounded by Court Street on the North, River Street on the South, Indiana Avenue on the West and Osborn Avenue on the East. KNHS helps residents deal with credit, savings, Realtors and home ownership in general. KNHS also provides low-interest loans for home purchase, property maintenance and various strategies to promote home ownership, including home-buyers's club and a down payment saver's club.

b. Kankakee County Community Services, Inc

Kankakee County Community Services, Inc. serves municipalities throughout the County, including the City of Kankakee. This organization provides a variety of housing-related services. These services include: a Home Weatherization Program for both low-income homeowners and renters; a Certified Renters Program to train low-to moderate-income clients in tenant/landlord rights and responsibilities; and a home-buyers's club for first-time home-buyers.

c. Community Development Agency (CDA)

The Community Development Agency (CDA) is federally funded and administered by the City of Kankakee. The primary objective of CDA is providing a suitable living environment for low- and moderate-income persons. CDA has run programs for housing rehabilitation, the Citywide Affordable Housing Program and Christmas in April.

d. Comprehensive Housing Affordability Strategy (CHAS)

The City of Kankakee, in its five-year CHAS plan from 1994 through 1998, assessed the demand and viability of affordable housing in the City. The focus in the CHAS plan is on rehabilitating homes in five contiguous neighborhoods, whenever economically feasible, under the City of Kankakee's Elderly/Handicapped Substantial Rehabilitation Program.

4. PROPOSED PROGRAMS

A city-wide housing program including a comprehensive housing policy affecting code enforcement, housing rehabilitation and maintenance and encouragement of home ownership is essential to maintain and/or improve the existing housing stock. Efforts within this context should include programs such as financial assistance for housing rehabilitation to low-income homeowners and renters, and for potential home buyers. Though the City has a Federally Registered Historic District, there is no local ordinance to maintain that District. Therefore, it is recommended that the City adopt a Historic Preservation Ordinance.

E. NEIGHBORHOOD DEVELOPMENT

The neighborhoods of Kankakee vary according to economic and educational levels of residents, need for social services, quality and type of housing, and proportion of renter- and owner-occupied housing. While each neighborhood has unique characteristics, it is useful to group similar neighborhoods into four general Areas based on similarity of median family income, unemployment, education, level of poverty and percentage of renters. Data and maps for these Areas are provided in Chapter One. The neighborhood plan presents the relevant characteristics and the recommended goals for each Area and neighborhood.

1. AREA ONE

Area One includes Riveredge (014), Westwood (018), Bird Park (019), West Kankakee (020), Gracefield (021), Knollwood (022), Country Club Hills (007) and Historic Riverview (008).

(See Appendix - A, Figure 9: Area One)

Area One neighborhoods comprise the wealthiest in Kankakee, with median family incomes ranging from \$31,591 to \$49,432. The population is well educated and the unemployment rates are low. The housing is well maintained and there is no general need for social services.

While the neighborhoods are generally similar, the following identifies the needs of each neighborhood based on its specific makeup. In Historic Riverview, Country Club Hills, Riveredge, Bird Park, West Kankakee and Gracefield and Knollwood, it is important to monitor the housing stock, and to encourage participation of individuals with special needs in city-wide social service and educational programs. In Westwood, the City should continue to maintain lot size and housing quality for additional development; to support the development of the Riverside Medical facility; and to encourage integration of the neighborhood.

Thus, the primary goals for Area One should be to continue monitoring of the housing stock and to identify specific individuals for inclusion in city-wide social services.

2. AREA TWO

Area Two includes Marycrest (004), Sunnyside (006), Southside (025), Kensington (024) and White City (015).

(ee Appendix - A, Figure 10: Area Two)

Area Two neighborhoods have median family incomes ranging from \$22,904 to \$29,135. The population is moderately well-educated, with high school completion rates ranging from 55% in Marycrest to 79% in Southside. The unemployment rates are above the city-wide average, ranging from 7% in Southside to 20% in Kensington. A substantial percentage of the children of this area live below the poverty level. The housing is older and close to half of the units are renter occupied.

Though the neighborhoods of Area Two are similar, the following identifies problem areas by neighborhood. In Marycrest and Sunnyside the city should provide social services geared to families with children; education programs for completion of high school; job development; and selective housing maintenance. In addition, in White City, Kensington and Southside there is a need for health and social services targeted to children in poverty and provision of services to the elderly.

Thus, the goals for Area Two should include job training and placement; social services for low income families with children and the elderly with disabilities; and a code enforcement program for housing maintenance.

3. AREA THREE

Area Three includes Shiloh (026), Alpiner Park (017), Meadowview (013) and North Riverview (009).

(See Appendix - A, Figure 11: Area Three)

Area Three neighborhoods have median family incomes ranging around \$19,200. The population is educated with high school completion rates ranging from 77% in North Riverview to 52% in Meadowview whose residents are predominantly senior citizens. Unemployment is a problem, ranging from 9% in North Riverview to 24% in Shiloh. A substantial percentage of the area's children live below the poverty level. The housing is older and well over half of the units are renter occupied.

While the neighborhoods of Area Three are similar, in North Riverview, Alpiner Park and Shiloh, there is a need for education for completion of high school along with job training and placement; social and health services to families with children; and a housing maintenance program. In Meadowview, in addition to health and social services geared to families with children, there is a need for health and social services for the elderly.

Thus, the goals for Area Three should include job training and placement including programs for high school completion; social services for low income families with children and the elderly; and a code enforcement program for housing maintenance.

4. AREA FOUR

Area Four includes Old Fair Park (003), North Side (011), Old North Side (012), Hillcrest (002), Hobbie Heights (005), Soldier Creek (016), Crestview (001) and City Hall (010).

(See Appendix - A, Figure 12: Area Four)

Area Four neighborhoods have median family incomes ranging from \$6,150 in Crestview to \$17,230 in Hillcrest; most are over \$14,000. The population is under-educated with high school completion rates ranging from 66% in Crestview to 44% in City Hall. Unemployment is high, ranging from 9% in Soldier Creek to 24% in Old Fair Park. Well over half of the children in each of the neighborhoods live below the poverty level, excepting Hillcrest (28%). The housing is older, and a predominance of the units are renter occupied.

Within Area Four, there is a need for social services for children in low income families; economic development including high school level training and graduation for adults; job training; and housing maintenance in all of the neighborhoods. In addition, in Hobbie Heights and North Side there is need for services for the elderly including disabled elderly.

Thus, the goals for Area Four should include job training and placement including programs for high school completion; social services for low income families with children; and a code enforcement program for housing maintenance.

F. ECONOMIC DEVELOPMENT PLAN

1. THE ROLE OF ECONOMIC DEVELOPMENT

The well-being of an urban environment depends, in great part, on the local and regional economies. The level of employment, available property and sales tax revenues and other economic factors all contribute to determining the quality of life of the City's residents. A City with high employment has the financial resources to provide a high level of public facilities and services. High employment also provides wages which enable residents to invest in local businesses, thereby continuing the growth cycle. Housing, recreational, educational and transportation services are all affected by the level of economic development.

In addition, there is growing awareness of the impact of land use decisions on economic development. The amount and location of land provided for industrial, commercial and residential development affects the City's economic development potential. The City's annexation policies as well as the planned extension of public infrastructure further delineate the parameters of economic development.

Thus, a City's plans for economic development are a central component of the Comprehensive Plan, and cities are increasingly aware of the role of local government in planning for and promoting economic development. Kankakee has the professional and legal resources to provide a central focus for the creation of partnerships and organizations to conduct successful economic development programs. Integrating economic development into the Comprehensive Plan ensures that land use decisions support continued and vigorous economic development.

The Economic Development Plan describes existing and projected economic conditions in the City and the County. Issues central to promoting Economic Development are discussed below. Goals, Objectives, Policies and Programs are identified for each issue.

2. THE REGIONAL ECONOMY

Kankakee is the largest City in the County of Kankakee. Until the 1970's, the City of Kankakee was the center of economic development within the County, and the City experienced steady economic growth with industrial development and expansion and upgrading of City services. Major manufacturing, warehousing and transportation facilities located and expanded operations in or near the City. Much of the industrial build-up concentrated along the two major railroads: the Illinois Central Gulf, running North/South, and ConRail, running East/West. With the construction of an interstate highway system (I-57) in the late 1960's, access to jobs in industry and service grew steadily within the City, County and Chicago suburban area.

In the 1970's and early 1980's the County and the City were affected by a national recession. Two major manufacturing plants were closed and the operations at a local state mental health facilities were curtailed and/or suspended, which resulted in the reduction in retail and service-oriented businesses. A once strong and viable central business district felt the devastating effects of this recession. By early 1983, unemployment was high in the City and the Region. Between 1978 and 1982, the County's labor force declined by almost 9%, and unemployment in the City of Kankakee reflected this trend, going from 7.4% in 1978 to a high of 16.7% in 1982. From 1983 to 1990, the economy appeared to be on an upswing, with unemployment dropping from 15.5% in 1983 to 9.3% in 1990. However, the unemployment rate rose steadily from 1990, reaching 13% in 1993 when it began to decrease reaching 9.2% by June, 1996.

The economic climate in the City appears to be due primarily to a lack of industrial, manufacturing and service jobs. Of those employed, over 28% are operators and production workers and 18% are service workers, indicating that there is a pool of workers available for these jobs. However, there is some indication that a large proportion of the City population will require job training in order to be employed. 34% of the population as a whole, age 25 and over, has not completed high school, and this rate is much higher in the minority populations, reaching 42% of Blacks and 58% of Hispanics. Concurrently, low incomes and poverty are more prevalent within minority groups, as reflected in low per capita income and mean household income.

Growth in the County is influenced in large by the Chicago Metropolitan Area with growth in the Chicago South suburban area stimulating growth in Kankakee County. The railway and interstate highway system in Kankakee County makes it a desirable area for location of industry, businesses and residences. Most of the growth, however, is taking place outside of the City of Kankakee, in Bradley, Manteno, Bourbonnais and unincorporated Kankakee County. In order to regain its central position in the County's economy, the City will need to actively pursue economic development initiatives.

3. CURRENT STATUS OF ECONOMIC DEVELOPMENT

The housing stock continues to deteriorate and little or no new housing has been constructed. There has been no major influx of industry into the City to replace the losses of the 1970's. The Central Business District has numerous vacant buildings and has shown a steady decrease in sales tax revenues. Economic indicators such as per capita income, percentage of residents living in poverty, and unemployment indicate a stagnating economy. In addition, social conditions of under-education, an increase in the number of single parent families, and an increased proportion of residents at both ends of the age scale result in increased demand for social services. There is additional stress within the City of Kankakee caused by the increased proportion of minorities who are concentrated in the poorest neighborhoods, and have the lowest education and highest unemployment levels.

At the same time, however, the City has the basis for successful economic development. The City is located in a region projected to grow over the next twenty years. There is growth in the surrounding communities and all indications are that there will be further growth. The City is served by an Interstate highway (I-57) and has excellent rail connections, making it amenable to both industrial and residential growth. There is room for development within existing boundaries as well as through annexation.

4. MAJOR ISSUES

Within the City of Kankakee several key issues need to be addressed in order to implement an effective program of economic development. These are:

- Attraction and retention of businesses and industries that provide local employment;
- Affecting educational and social factors;
- Attracting and retaining retail businesses;
- Maximizing the natural recreational resources available within the City and the region;
- Improving the overall appearance of the City, with particular attention to the entrances from I-57, and within neighborhoods;
- Developing a coordinated, clearly defined, consensual economic development program involving City and Regional business, government and organizational leaders; and
- Forging links to the Region, including the County, the South Suburbs and Chicago, to support economic development.

a. Attraction and Retention of Business and Industry

Kankakee has lost several large companies, due to national and state economic conditions over which the City had little or no control. However, at this point, the City needs to identify the growth businesses and industries which best fit the City and the Region, and to take steps to attract and retain business and industry and, thus, to regain a strong economic base.

An assessment of the County's potential for economic development made in the late 1980's (Fantus) identified opportunities and challenges for economic development, which apply to the City as well. This study, along with more current analysis, shows that the City is strong in the areas of operating costs, market accessibility and housing and recreation. Factors such as office costs and water/sewer costs are major factors in the choice of location, and, in Kankakee, where these costs are at or below national averages and are an attraction to employers who would typically like to relocate to an area with high clerical productivity and low labor costs. Kankakee is accessible to I-57, with links to I-80, I-94, I-294 South of Chicago, and

to I-74 and I-72 to Champaign. Transportation costs are dominant locational criteria for most warehousing and manufacturing operations, and proximity to transportation services is an important location factor. Both housing and recreational facilities are also important relocation factors, with Kankakee having a wide variety of housing options, including homes in Riverview with exceptional architecture views of the Kankakee River, in addition to very competitive housing costs. The Kankakee River and the surrounding recreational areas, together with the close proximity to Chicago, provide an excellent combination of rural recreation and access to a major metropolitan area.

b. Educational and Social Factors

The City of Kankakee faces deteriorating skill levels of the available workforce, and concentrations of poverty and associated increasing crime rates. Successfully attracting business and industry will require a well-trained workforce and, therefore, the active involvement of the public and private sectors working with the City and the school system to provide such training. While it is difficult to decrease poverty and crime prior to successful economic development, the City can utilize Federal and State programs to provide support for families with children, improve job training programs, including outreach, and can increase the overall security of the City through an active police presence throughout the City.

c. Attracting Retail Businesses

The Central Business District (CBA) has historically been the most important retail area in the City. The shopping mall located off I-57 in Bradley, as well as commercial centers along local highways and within smaller communities around Kankakee, offer serious competition to the Central Business District.

The key to stabilizing the CBD is mixed used development, including office space, upscale, high-density residential and specialty commercial business to serve the offices and high density residential as well as the rest of the City. The CBD boundaries should be expanded South to the Kankakee Riverfront, offering the City an opportunity to capture and build upon a scenic natural resource. Shops, restaurants, river-walks and potential recreational activities are among the uses which could help restore the viability of the CBD.

Because Kankakee is a City of many neighborhoods, it is important to attract retail business to locally-based, small shopping centers. Local centers complementing, rather than competing with one another, will also help bolster the Central Business District.

d. Maximizing Natural Recreational Resources

The Kankakee River is a major attraction which the City and private investors can develop and integrate into the overall economic development effort of the City and the Region. The development of a marina and associated shops, restaurants, boutiques and upscale apartments can be a major factor in revitalizing the Central Business District. The areas within the City which border on the River, developed or rehabilitated, would help to stabilize the City's overall economic base. Businesses already located on the River can be assisted to maximize the aspects of their locations. Land that is not currently utilized, or which is not maintained well, should be landscaped and developed into areas which give controlled access to the River.

e. Improving the Appearance of the City

A City is, to a great extent, as successful as it appears to the casual traveler. Kankakee has many tree-shaded streets, single-family homes with lawns and well-maintained neighborhoods. However, it is important that the entrances to the City, particularly from I-57, be landscaped, rehabilitated and maintained. The neighborhoods also need to be assessed for their need for rehabilitation and maintenance and a program for neighborhood improvements implemented.

Kankakee must overcome an increasing perception of deterioration that can deter businesses and industry from locating in the City. Taking steps to improve social and physical conditions, as well as marketing the many opportunities that Kankakee has to offer, are important initial steps.

f. Developing a Coordinated Economic Development Program

A coordinated, clearly defined, consensual economic development program involving City and Regional business, government and organization leaders is essential to the economic viability of the City. A successful economic development program must include many different elements, e.g., including technical assistance, job training, financial assistance, business and industry identification and attraction, local zoning and other regulations, citizen involvement, neighborhood organizations, Federal and State programs and others. Success requires a clear and well-defined economic development program, and consensus about that program among the participants.

Each group has to have a clear idea of its role and responsibility in promoting and implementing economic development and benefits. A successful economic development program must be well publicized and understood. Local government can provide the impetus and coordination for the economic development program, with the various public and private organizations and City residents implementing economic development as active participants.

g. Forging Links to the Region

The City's economic development is tied to conditions in the County, as well as to the South Suburbs and Chicago. The County is showing signs of economic growth, particularly in the communities of Manteno, Bradley, Bourbonnais and unincorporated areas West of the City. This growth generates activity which can have a positive effect on Kankakee. Thus Kankakee, and other municipalities in the County, need to promote mutually supportive economic development efforts, in financing, marketing and job training. As Kankakee is the largest City in the County and, as such, will remain as a major factor in the overall growth and development of the area.

The South Suburbs of Chicago are also important to the economic development of Kankakee. The relatively short commuting distance between the suburbs makes Kankakee accessible to a larger pool of available labor for business and industry locating in Kankakee. If a third regional airport is developed in the South suburbs, the entire region, including the County, will experience extensive growth, and Kankakee needs to be positioned within regional business, financial, government and private groups to take advantage of that growth. The City of Chicago is also part of Kankakee's economic region because it is accessible to Kankakee residents and provides the cultural and recreational benefits of a major metropolitan area.

3.06 IMPLEMENTATION

The implementation programs discussed here are planning tools aimed at implementing the Comprehensive Plan.

A. ANNEXATION PROGRAM

Systematic annexation of land can logically and efficiently expand the City. To accommodate anticipated growth in the local area, the City should be ready with definitive programs of planned utility and land expansion. Annexation of vacant lands should accomplish the following:

1. Enable positive controls to be enacted over land use;
2. Ensure that high standards of construction are maintained;
3. Secure land for public open spaces and parks, forest preserves and green belts along and adjacent to natural drainage channels and other public facilities;
4. Expedite the planning and construction of sewer, water and other utility services and promote their efficient

maintenance and operation; and,

5. Provide sufficient expansion for increased industrial and commercial uses.

The "General Development Plan" encompasses the present area of the City and those unincorporated areas surrounding the City where new development will make annexation to the City more feasible and desirable within the next 20 to 25 years.

Expansion to the North of Kankakee is limited by the corporate limits of Villages of Bradley and Bourbonnais. The potential needs of Kankakee, however, for the next 20 to 25 years will require more land area; thus, additional area should be annexed to the City. Areas within three (3) miles of the current municipal boundaries should be considered in future annexation studies.

However, caution should be exercised in annexing property, as annexation could result in costs that may become a burden on an expanding community. New development should be required to pay for the costs of providing new public improvements for such new development. The annexation program should involve several basic factors of vital impact; most important of these is the location of the area to be annexed and the density of the area. In most cases, land to be annexed should be immediately adjacent to existing water and sewer services.

The City can easily expand to the South, East, and West with few constraints. Potential annexation areas are shown on the following map.

(See Appendix - A, Figure 19: Major Annexation Areas)

Communities having an official comprehensive plan on file with the County have control of land subdivision and development in areas 1 ½ miles beyond their corporate limits. This enables cities to control density, design standards and quality of utility service requirements even before annexation takes place. It should be noted that as the City proposes a program of annexation, the 1 ½ mile limit will automatically increase in distance from the original City; thus, periodic examination of the planning area is advisable.

The revenue to be generated by areas annexed to the City should be equal to the cost of maintenance and operation of City services for each annexation. The costs of maintenance and operations should be met from the various charges for local services such as sewer charges, property taxes, automobile registration fees, gasoline and other user taxes, the local share of sales tax and special charges if applicable. The exception to this may likely be the school system which may require expenditures for new facilities in excess of that which can be produced by new residential neighborhoods.

B. BUILDING CODE

The purpose of the Housing Code is to establish minimum housing standards, so that the health and safety of residents are adequately protected. The City has in effect a suitable code and, therefore, a revision at this time is not found necessary. The code is designed to protect owners and tenants from conditions such as overcrowding and inadequate health and sanitation facilities.

Many of the problems of an urban area stem from the fact that many dwellings, although structurally sound, are neglected and in need of repair. Another serious problem sometimes results from improper conversion of large, old dwellings to multi-family dwellings or lodging houses.

C. NEIGHBORHOOD REDEVELOPMENT

Many of the housing problems can be dealt with by implementation of the housing code through appropriate code enforcement. However, a significant amount of the housing in the neighborhoods surrounding the Central Business District is in such a state that the City and the neighborhoods would be better served by a program of complete

revitalization. While code enforcement of single unit rehabilitation would continue, the revitalization approach would establish a long-term program for neighborhood improvement. Such revitalization would work in conjunction and synergy with the further development of the Central Business District especially the area of Schuyler Avenue between Court Street and the Kankakee River. Thus, the attempt here is to develop a long-term program to re-establish the once vibrant relationship between the Central Business District and the neighborhood immediately surrounding it.

Implementing such a long-term strategy would require a coordinated and cooperative effort between the private and public sectors. This could take the form of a local development corporation through which funds are raised and a redevelopment plan implemented through private/public partnerships.

The overall plan is to purchase blocks of the City at a time and redevelop them in a fashion which will create safe and clean living environments for a long time to come. The program of work will necessitate the purchase, demolition and construction of a variety of housing styles and levels of affordability. Elimination of alleys and development of gated neighborhoods will evolve as the plan unfolds.

The incentive to the housing industry is jobs and material sales. The incentive to developers is that this project is a long-term project (10 years) and will require the collaboration of many developers to provide the quality and affordability which will be the cornerstone for the redevelopment. The incentive to the lending community will be to provide the development capital to developers and make loans to residents as they begin to occupy revitalized areas of the community. And, finally, the incentive to the community and its residents will be the demolition of unsafe, outdated, and overcrowded dwellings with contemporary housing.

The programmatic path of redevelopment would be based on the necessity of providing an attractive anchor from which redevelopment could start. The Kankakee River, at its intersection with Schuyler Avenue, could provide that attraction. Therefore, a first step in the redevelopment process would be the development of a marina complex at that location which would include high quality high-rise residential, a marina, restaurants and shops. Redevelopment would, then, move East and Northeast from that location. A sketch plan showing one alternative of how to proceed with this approach is presented.

(See Appendix - A, Figure 20: North Riverview Redevelopment Plan)

D. ZONING ORDINANCE

A comprehensive amendment to the Zoning Ordinance was adopted on October 17, 1995 and became effective on October 27, 1995. The recommendations of the Comprehensive Plan are contained in the new Zoning Ordinance. The ordinance contains new techniques designed to provide more comprehensive control over the standards of land development.

E. SUBDIVISION REGULATIONS

A proposed comprehensive amendment to the Subdivision Ordinance is currently under development.

F. CAPITAL IMPROVEMENT PROGRAM

The capital improvement program estimates and schedules the cost of major improvement projects. The program establishes priorities for expenditures. The cost of improvement projects far exceeds the budget sums available for the foreseeable future, thus review of the program is absolutely necessary.

A number of items that affect the total expenditure pattern are the responsibility of other agencies or are funded from sources other than local revenue. These would include Federal, State and County expenditures for street and highway improvements. The Kankakee Valley Park District and the school districts also set their own capital improvement schedules.

The capital improvement program can become a highly sophisticated document. This requires extensive effort on the part of local officials to maintain and revise the compound elements and costs of the program. The timing of various expenditures becomes a most critical factor. The priority designations may change significantly to reflect changes in the development patterns. Funding potential may also change due to increased revenue from new tax sources and from grants and/or loans.

The total cost of the enumerated essential elements represents a gross expenditure, excluding maintenance and operations. This sum is considerably greater than the 20-year projection of current revenue and will require additional financing sources. To insure maximum benefit from all capital expenditures, it is strongly recommended that all major improvements, except equipment and fixtures, have a useful life of at least fifteen (15) years and that the improvement be of a type to induce further improvements by the non-public sector of the economy.

Primary revenue sources include the property tax, the sales tax, the City's share of the income tax, special permit fees and taxes and a number of particular sources such as motor fuel tax funds. Current and projected revenue data indicate considerable growth in total funds available, but less than necessary to provide for improvements. The City should actively pursue available funding assistance through State and Federal agencies.

Many communities are also looking at ways to transfer the costs of development to developments themselves. Care needs to be taken in application of these methods not to discourage desired growth and development. However, as public funds become more restricted, development tools and transfer of costs must be evaluated to support needed public improvements. Likewise, fees for services that can be segregated to pay for specific infrastructure should also receive consideration as a funding mechanism.

3.07 CONCLUSION

The Comprehensive Plan for the City of Kankakee analyzes social, economic and demographic factors, and identifies issues critical to future development. Based on the information presented, Plans are included for Land Use, Transportation, Community Facilities, Housing, Neighborhood Development and Economic Development. Goals, objectives and strategies are recommended within each of these Plans.

The Comprehensive Plan is meant to serve as a guide for development of City policies and actions in the ongoing process of development. The Plan is part of an ongoing process of analysis and redefinition of goals led by City officials and utilizing citizen input. As goals and objectives are met, and conditions change, the Comprehensive Plan needs to be reevaluated and revised. However, the value of the Comprehensive Plan is its use as a springboard for action.

Figure 1:

KANKAKEE LOCATION MAP

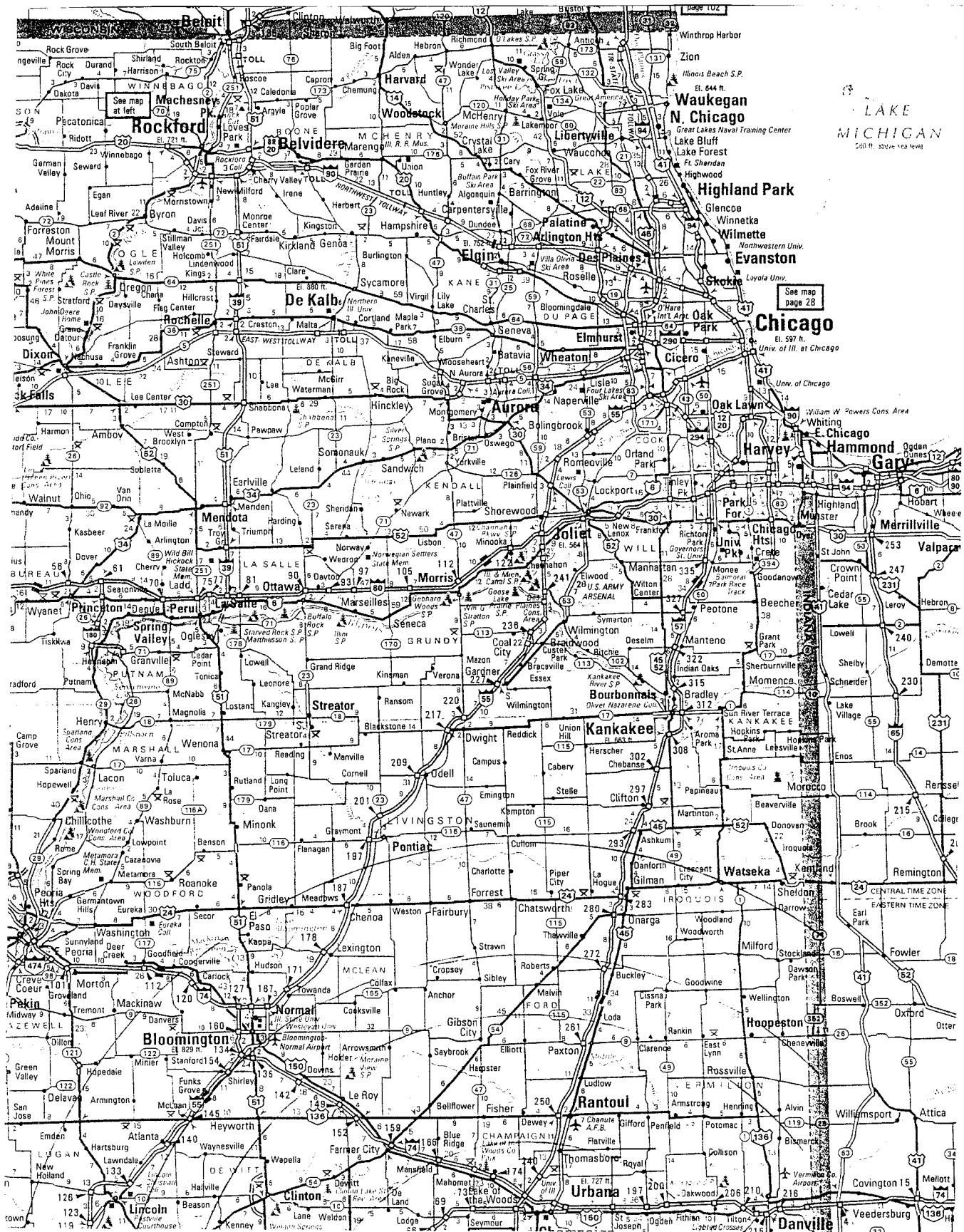
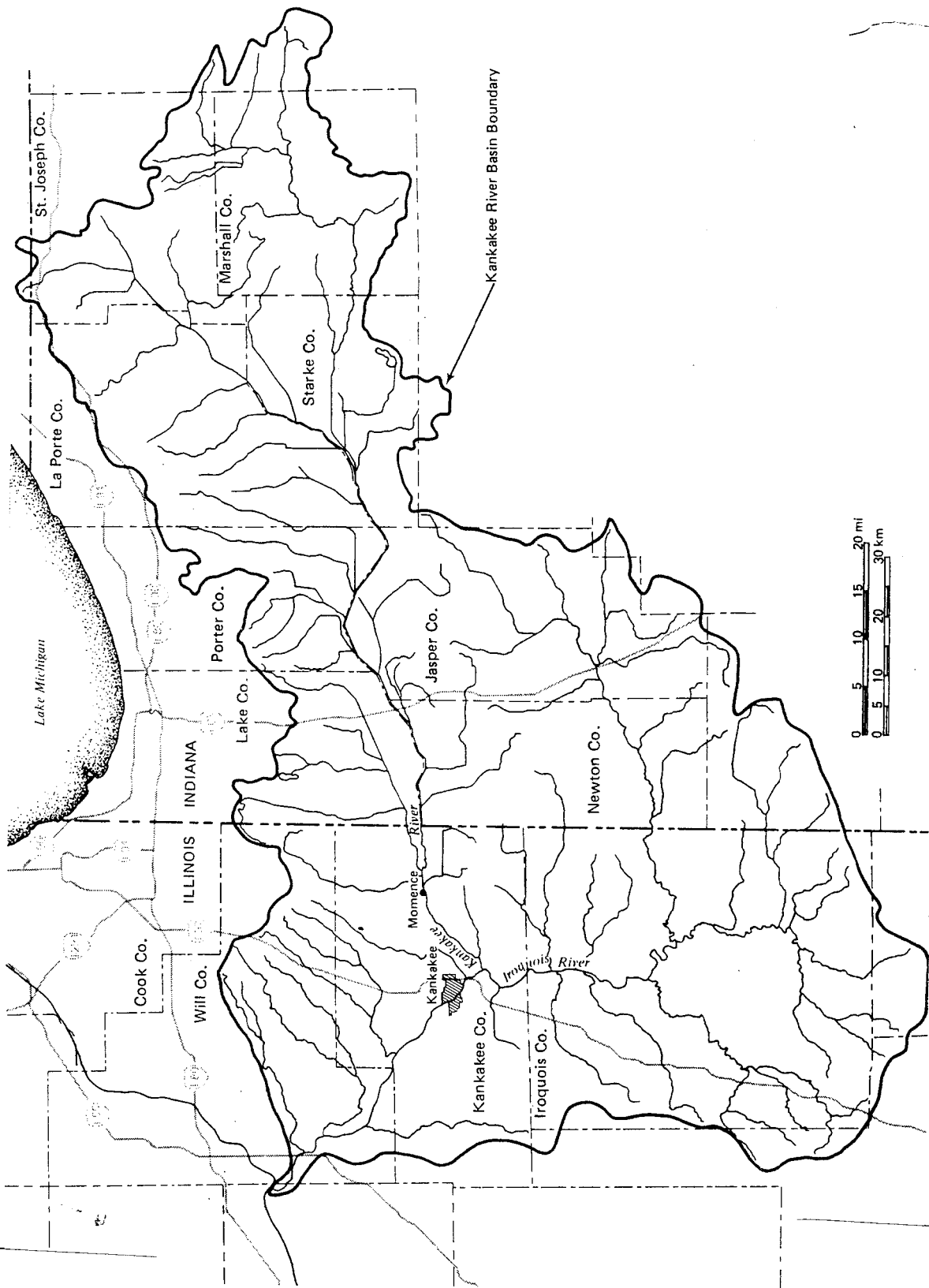


Figure 2:

KANKAKEE RIVER DRAINAGE BASIN



CITY OF KANKAKEE FLOODPLAIN

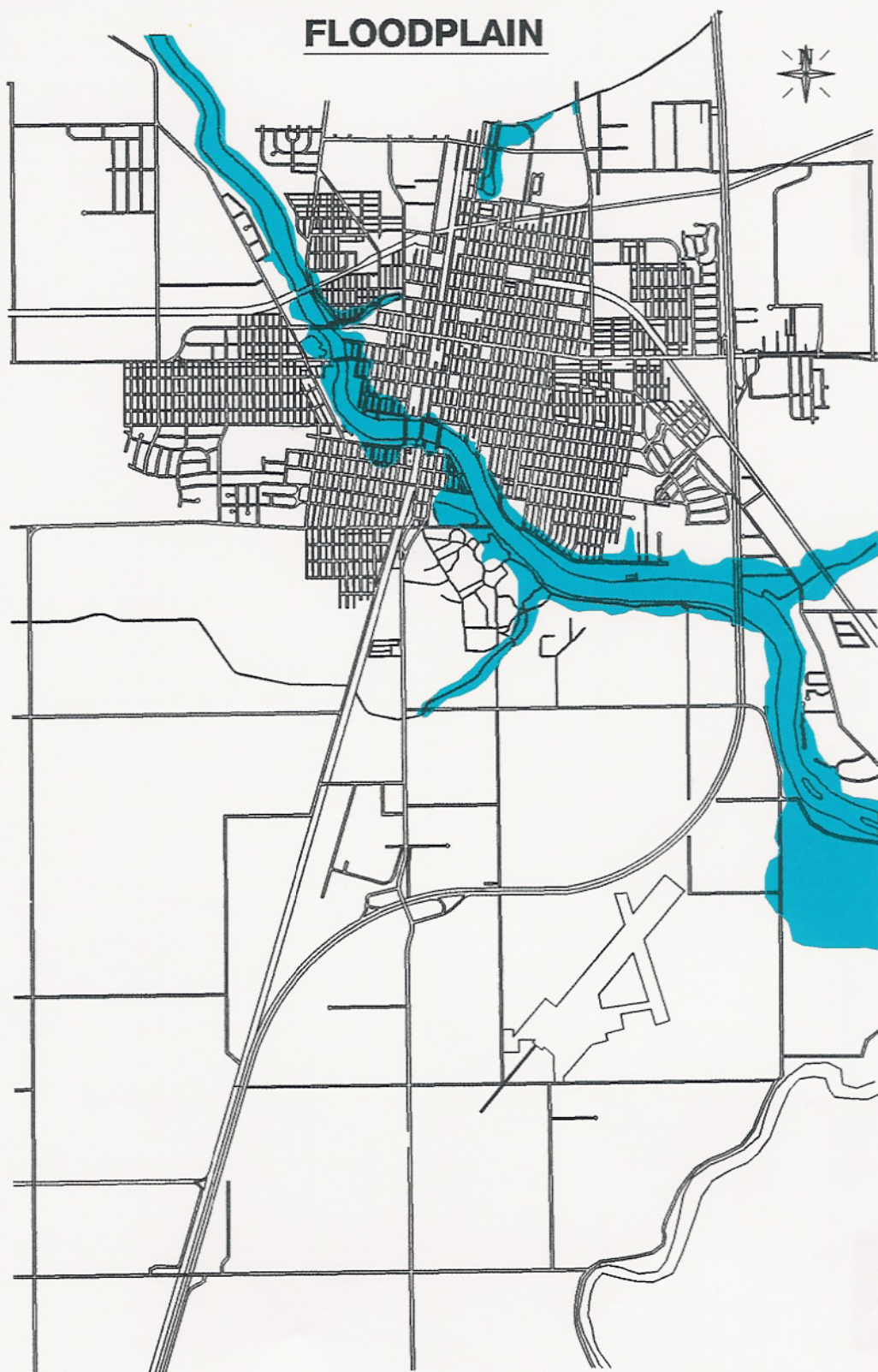


Figure 3

Figure 4:

SOIL MAP (NORTHEAST PLANNING AREA)

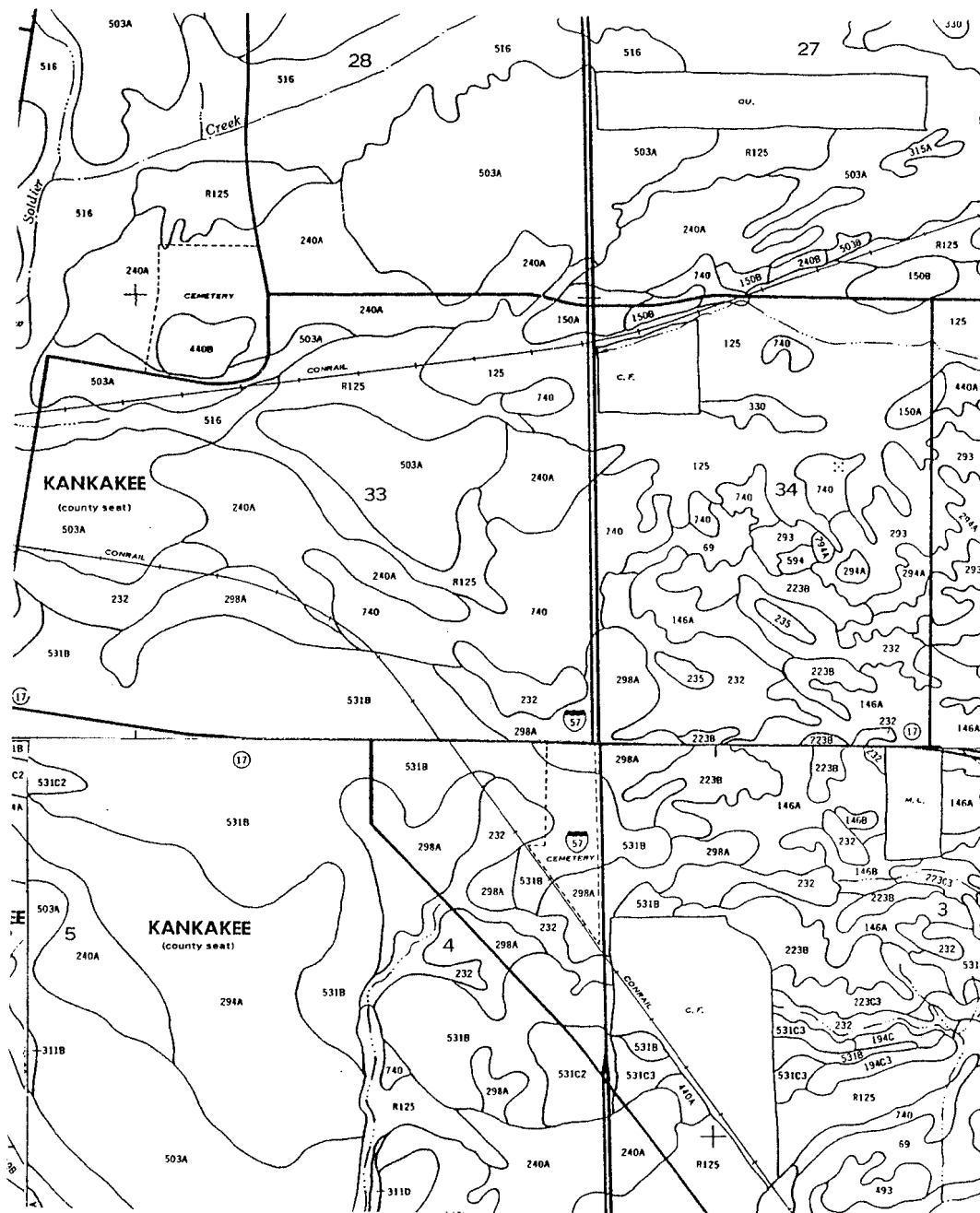


Figure 5:

SOIL MAP (SOUTHWEST PLANNING AREA)

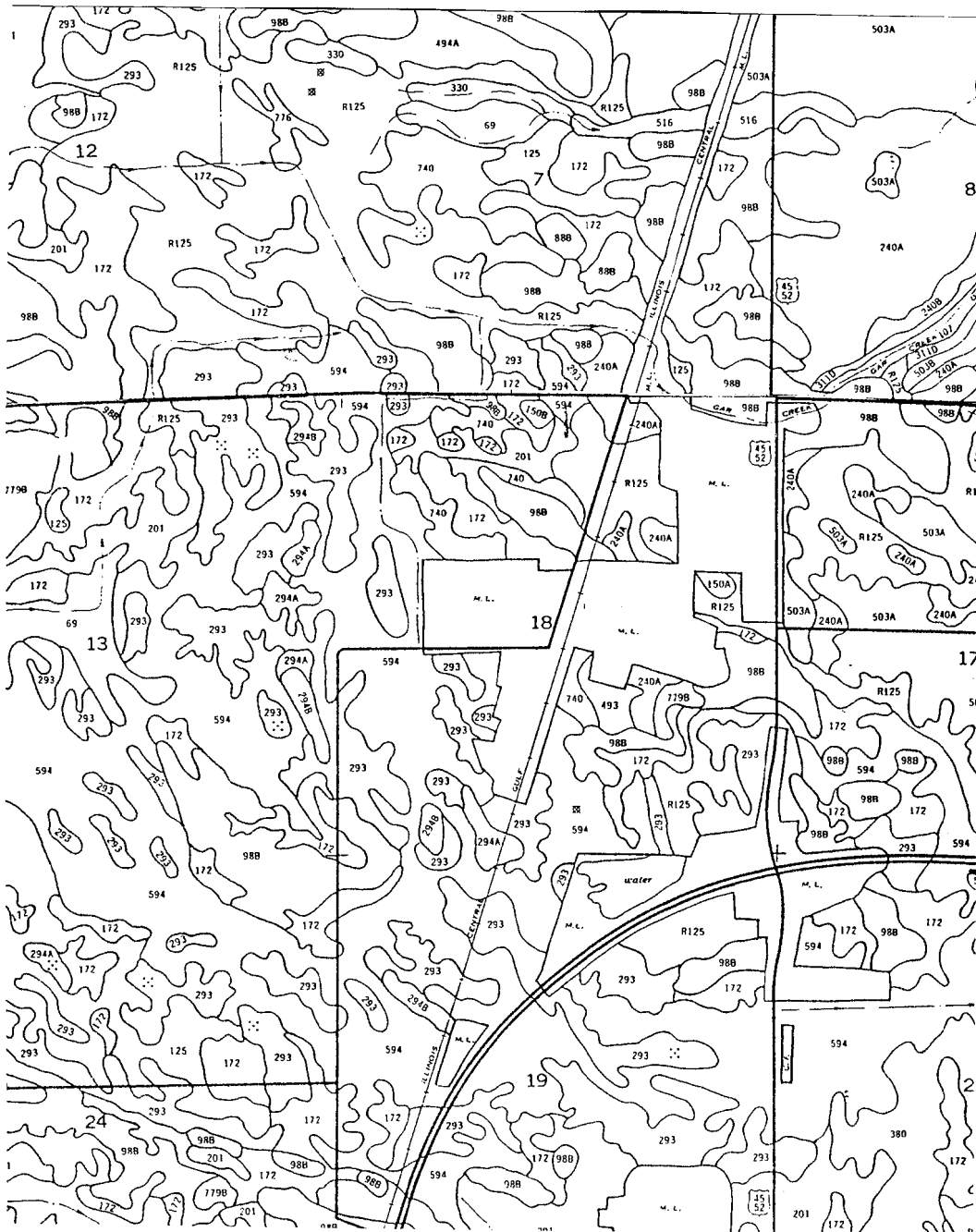


Figure 6:

SOIL MAP (SOUTHEAST PLANNING AREA)

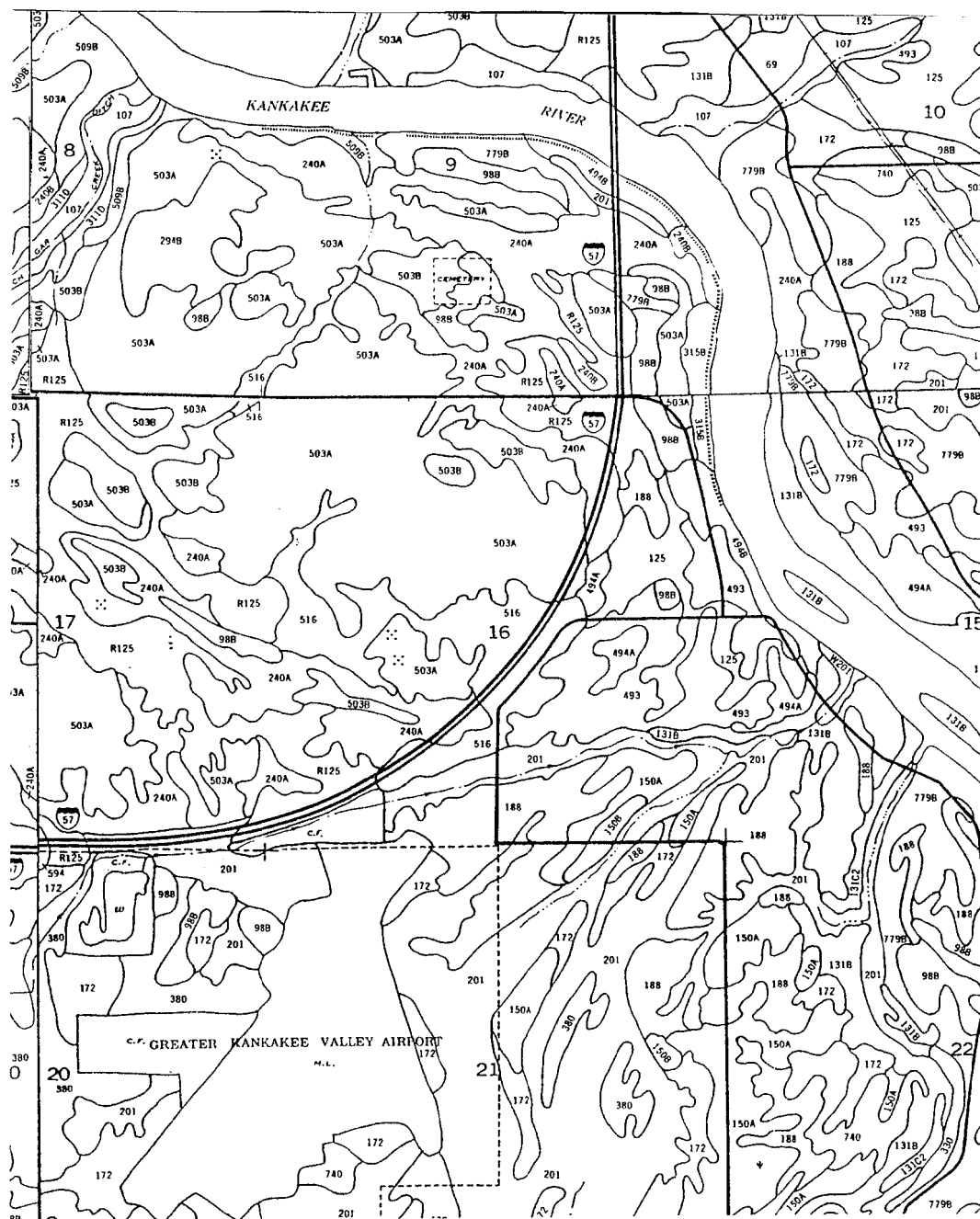
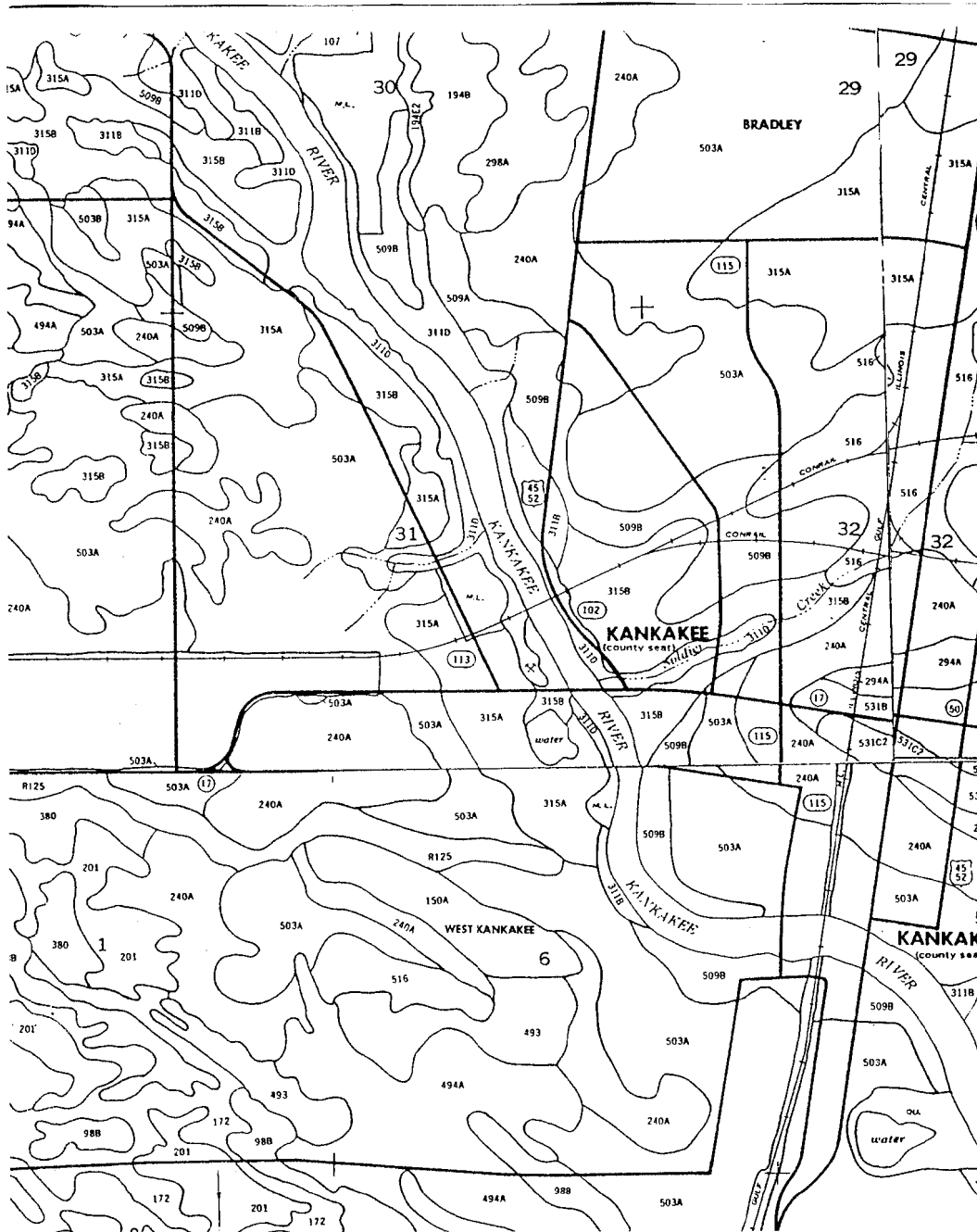


Figure 7:

SOIL MAP (NORTHWEST PLANNING AREA)



CITY OF KANKAKEE NEIGHBORHOODS

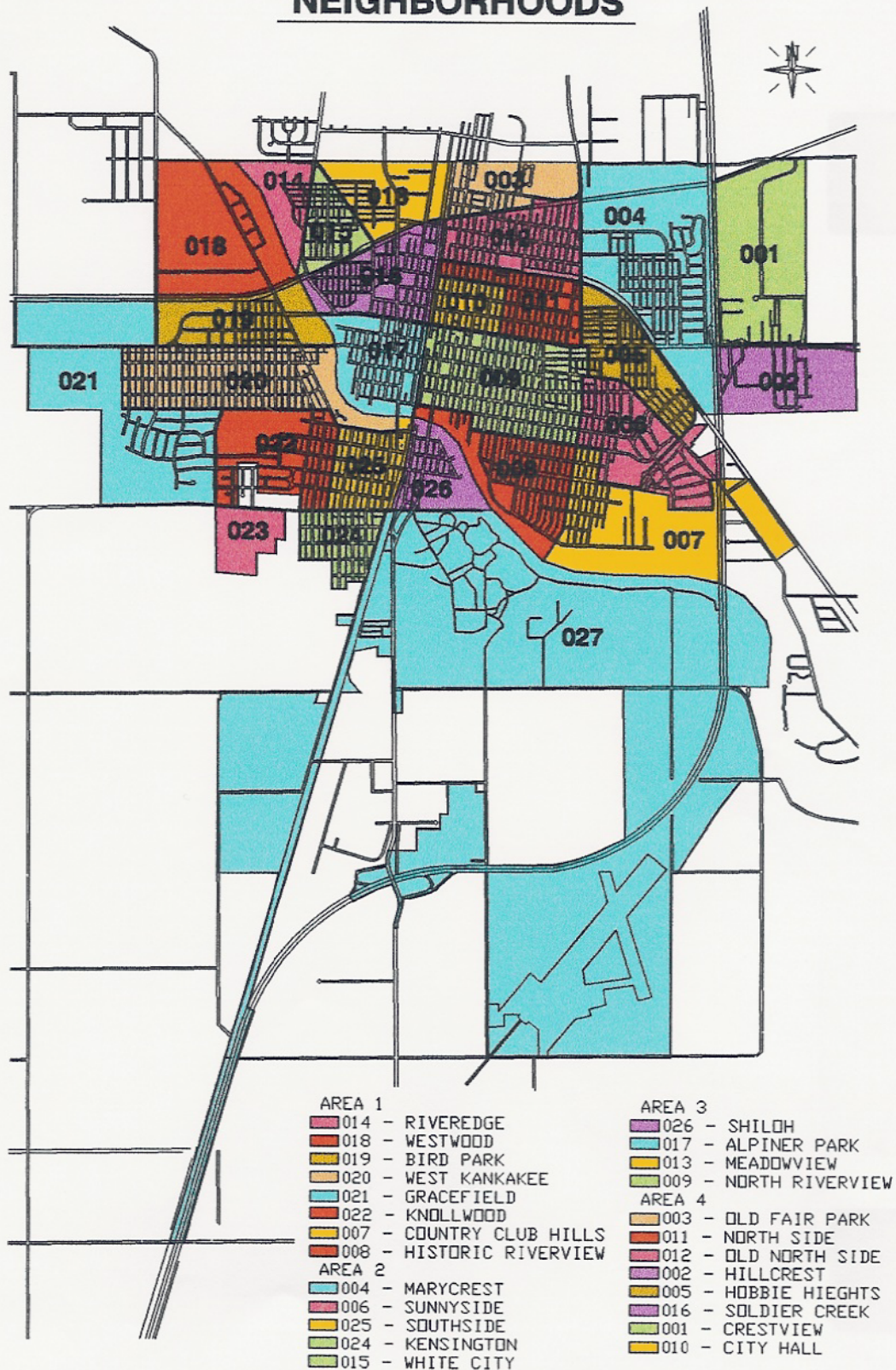
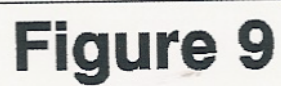


Figure 8

"AREA 1"



CITY OF KANKAKEE NEIGHBORHOODS

"AREA 2"

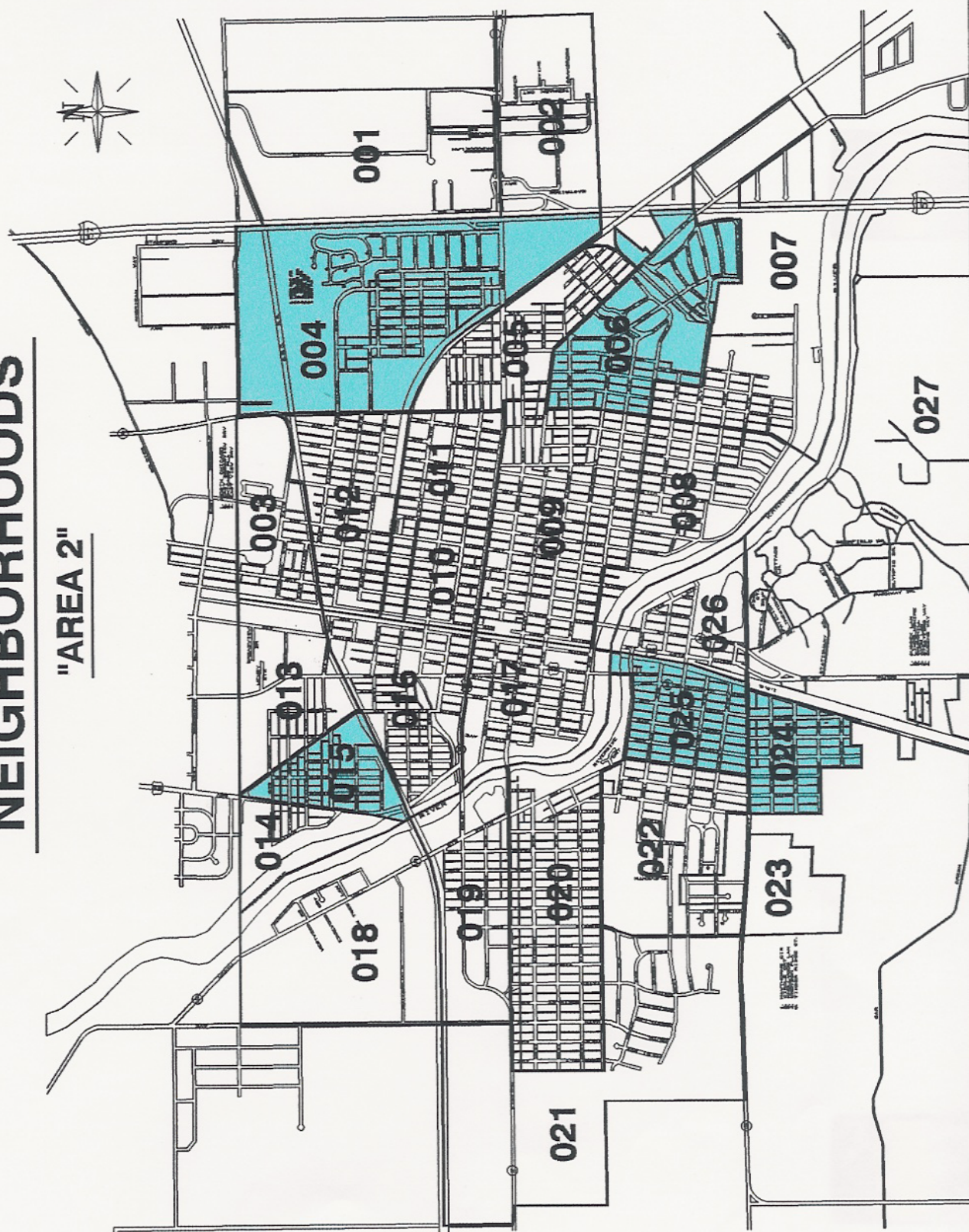


Figure 10

"AREA 3"

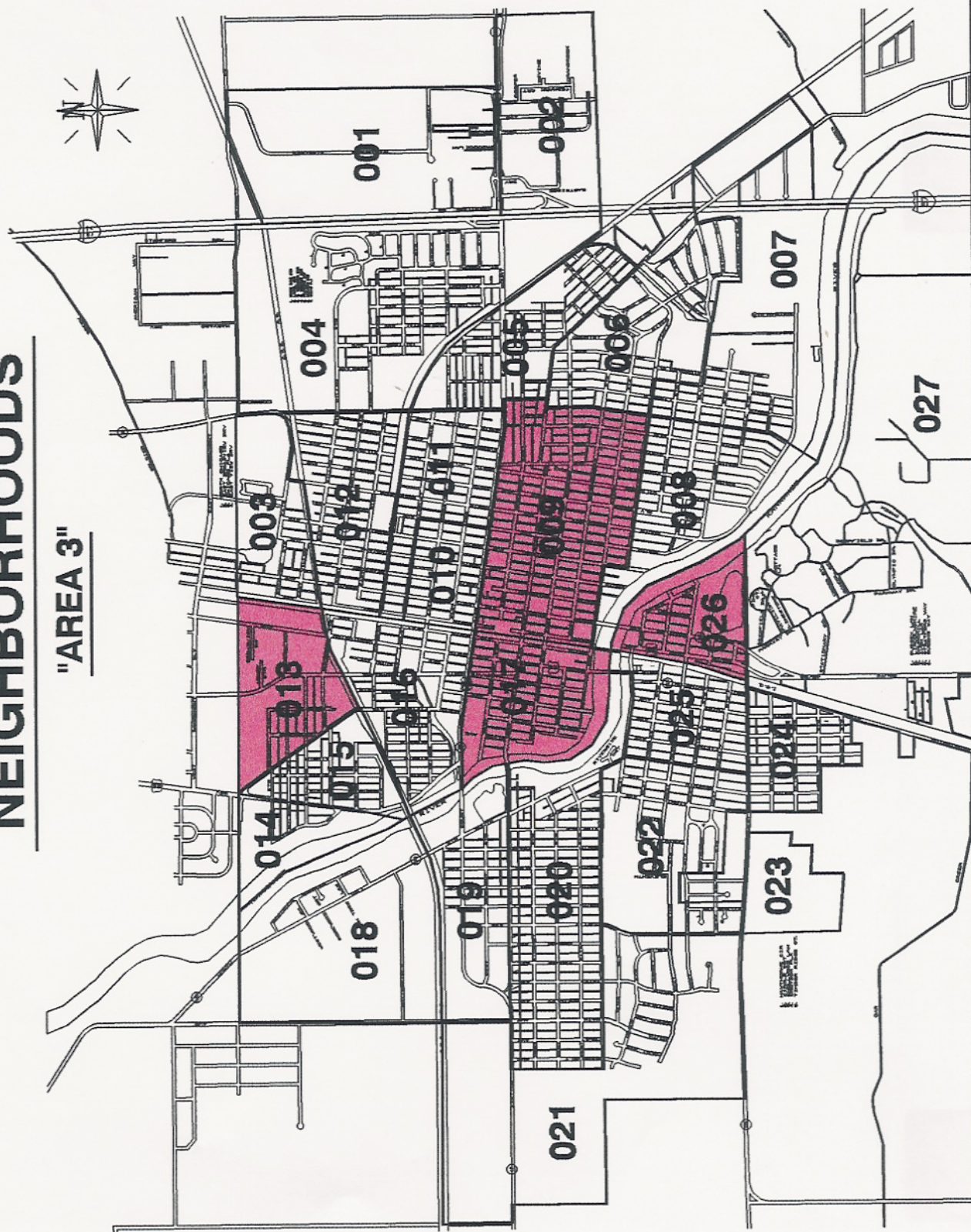


Figure 11

CITY OF KANKAKEE NEIGHBORHOODS

"AREA 4"

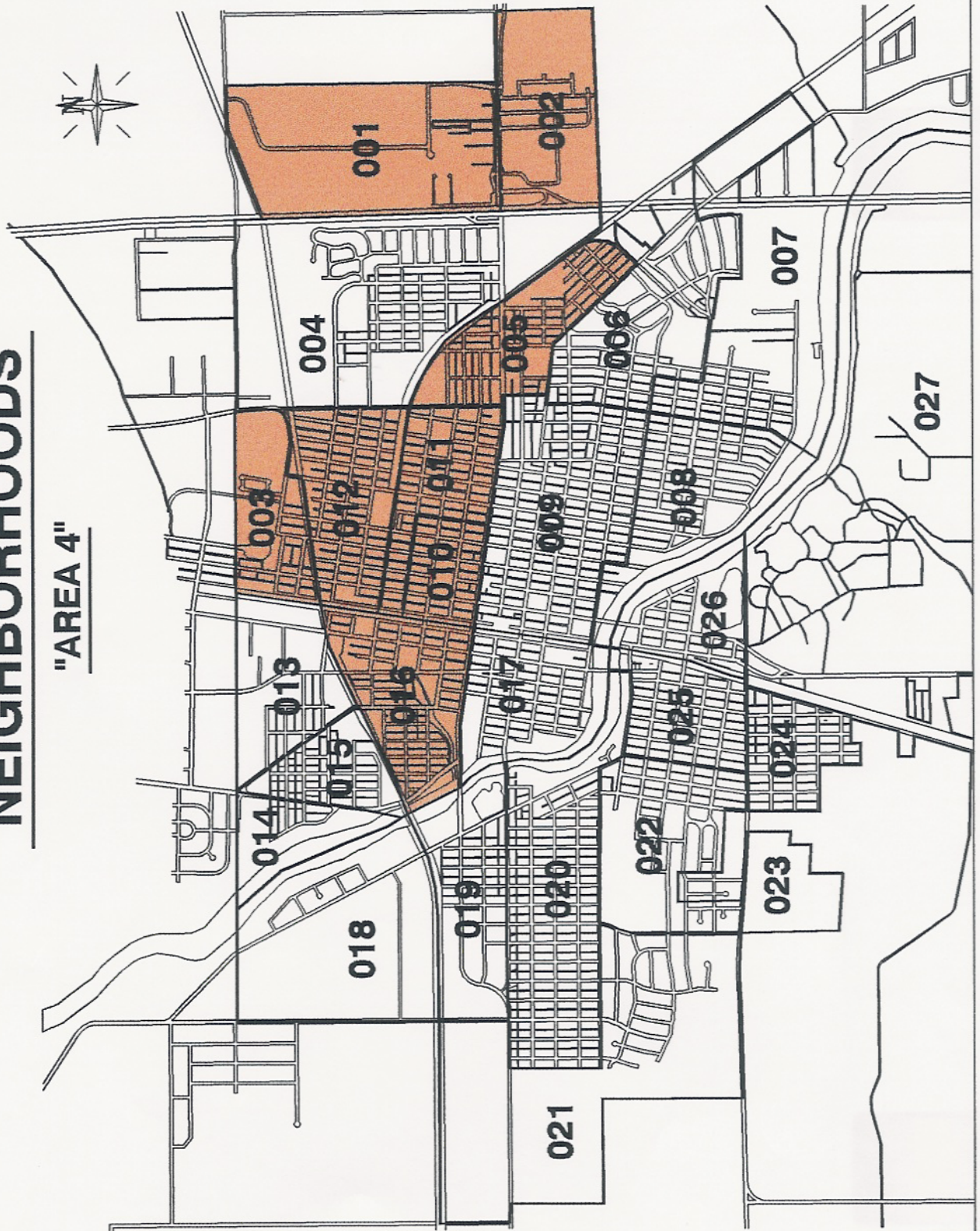


Figure 12

CITY OF KANKAKEE STREET CLASSIFICATION SYSTEM

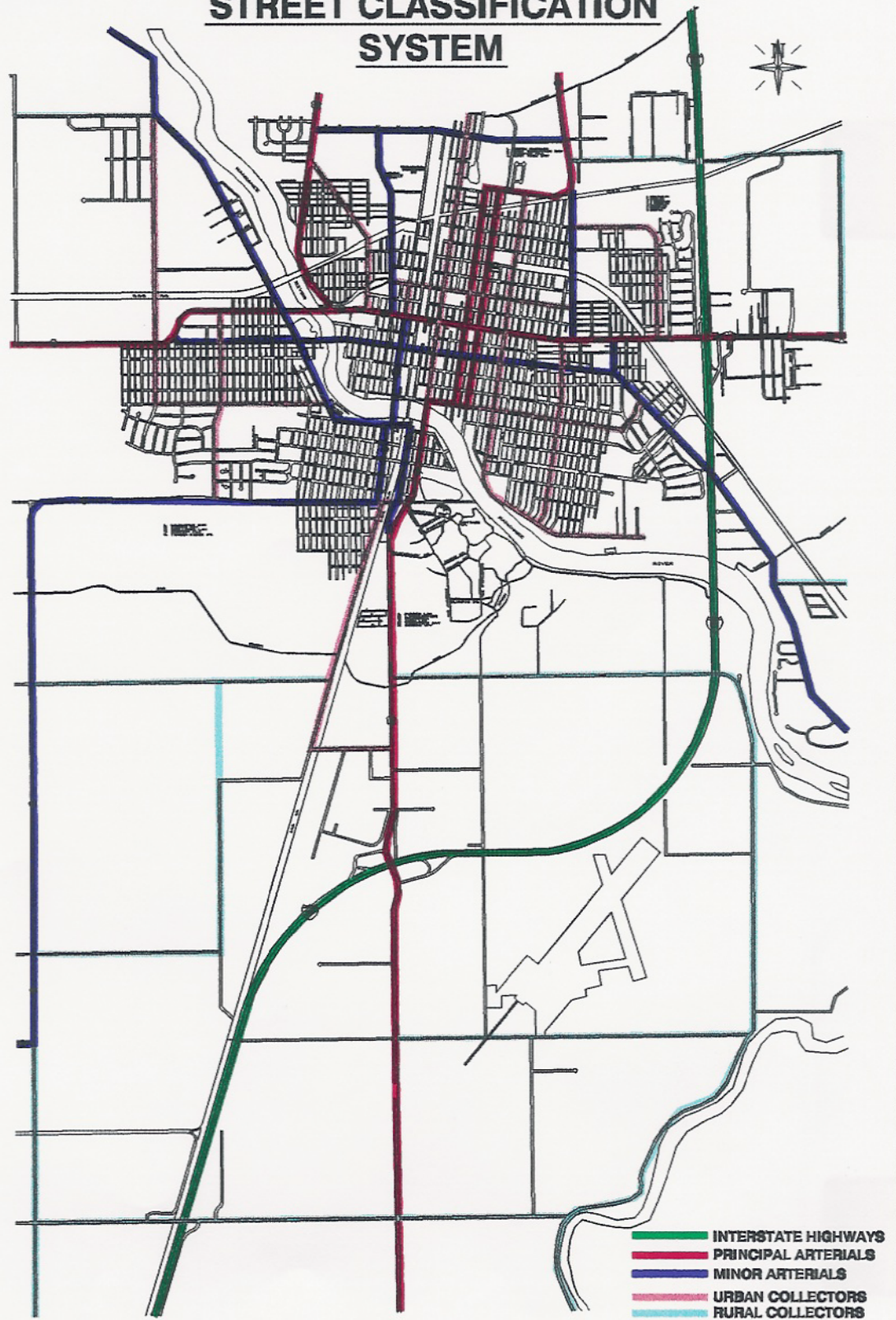
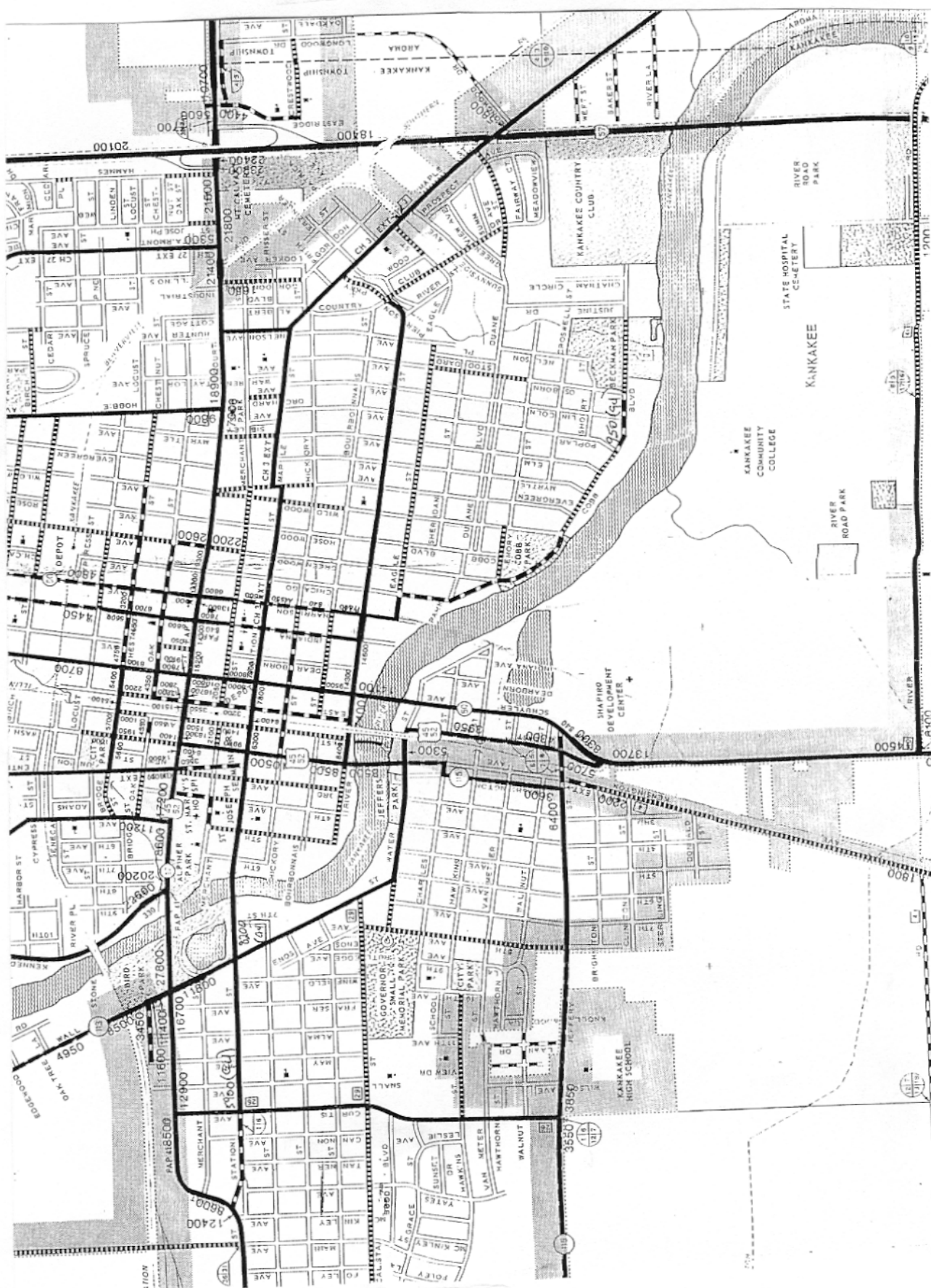


Figure 13

TRAFFIC COUNTS



CITY OF KANKAKEE FREIGHT RAIL LINES

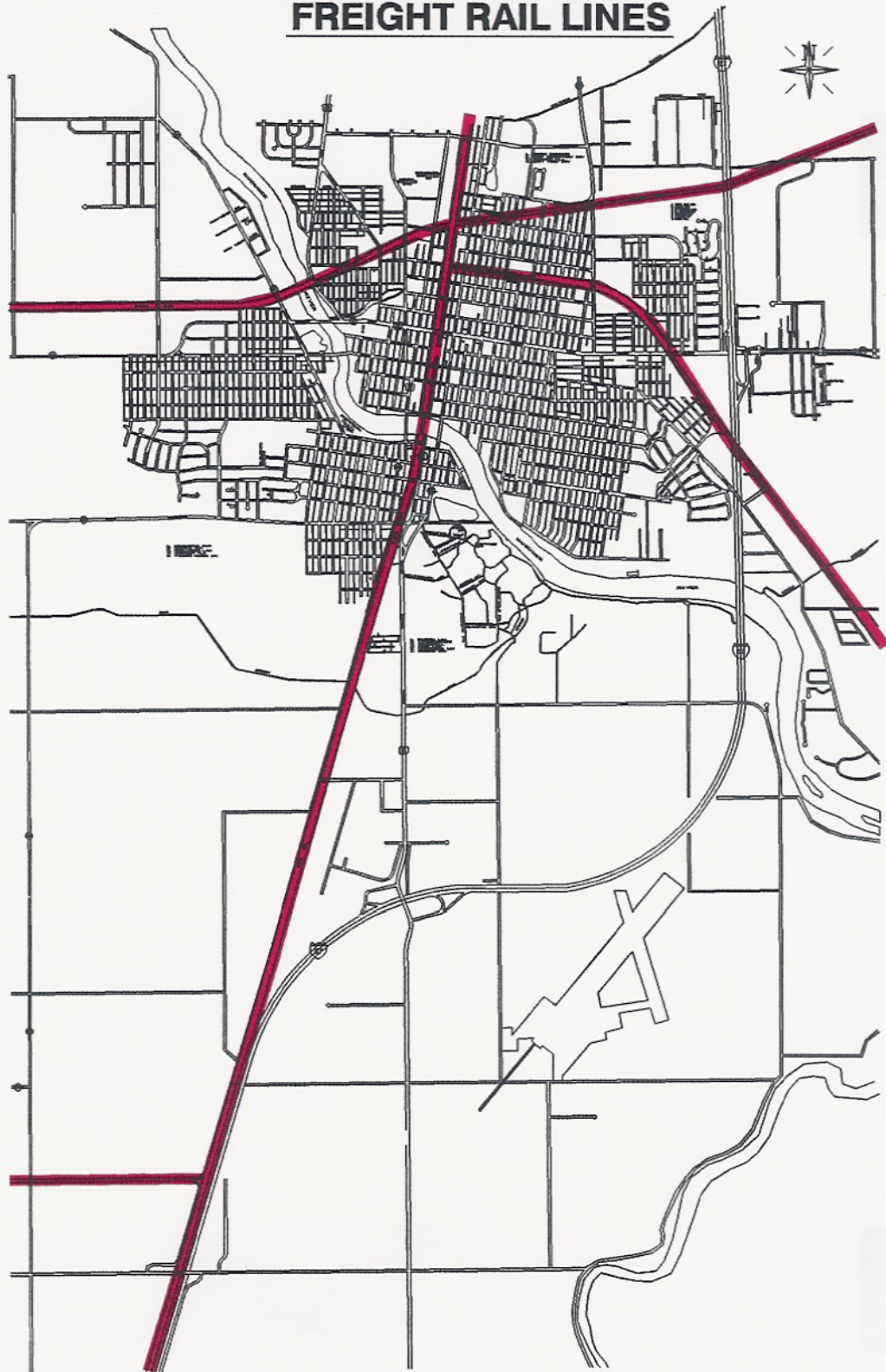


Figure 15

CITY OF KANKAKEE COLLECTOR ROADS

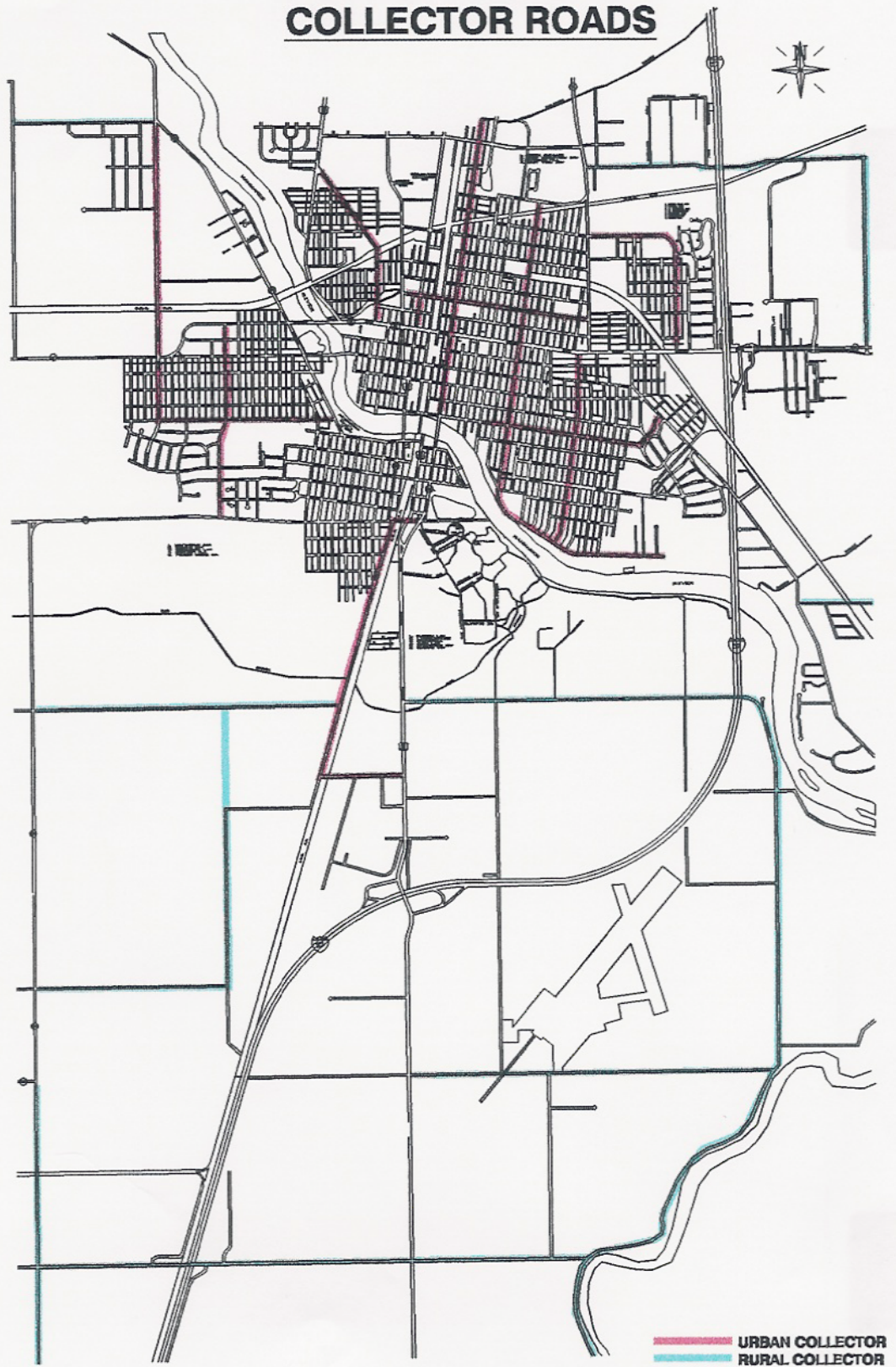


Figure 16

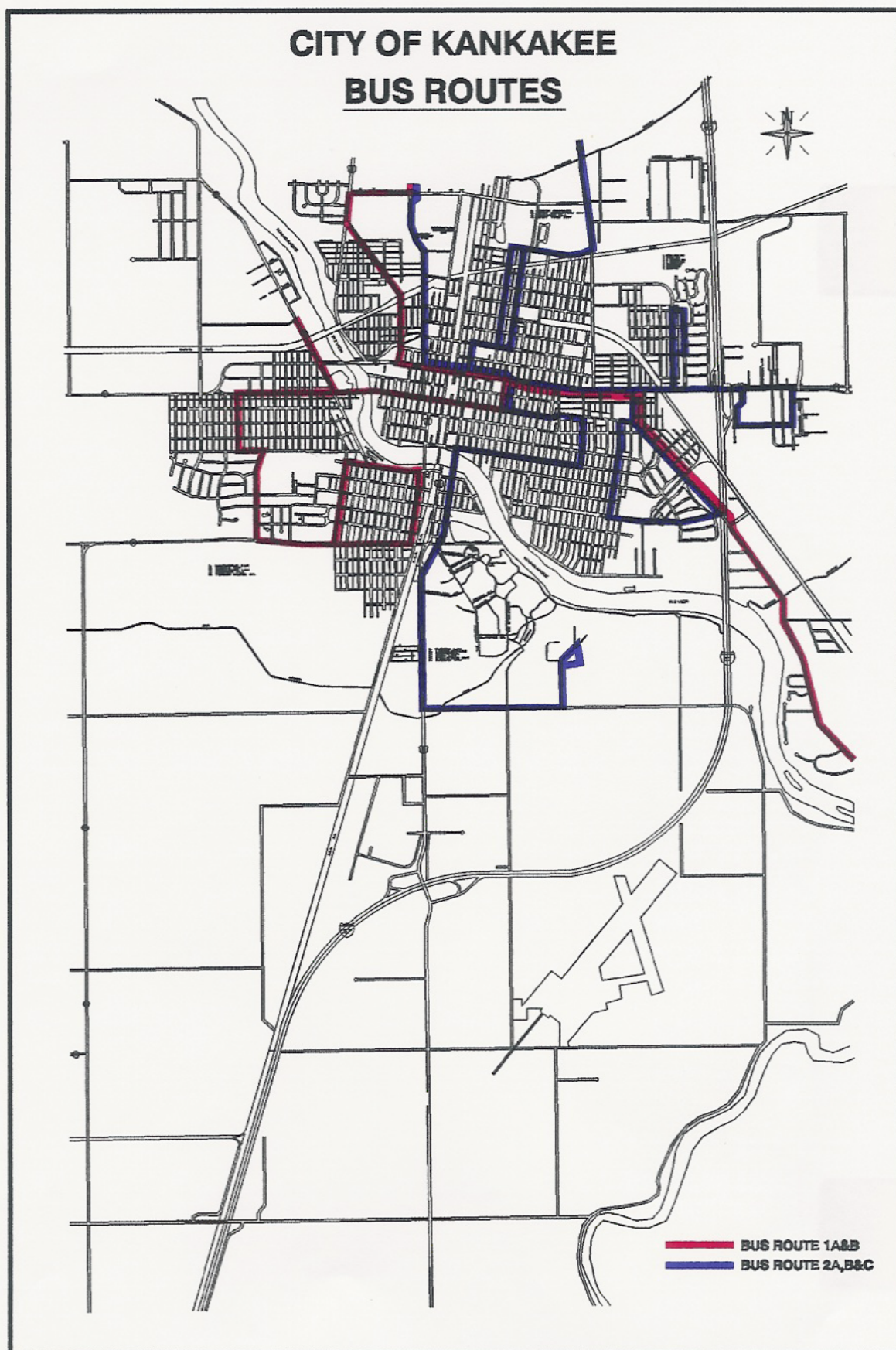


Figure 17

CITY OF KANKAKEE MAJOR PARK FACILITIES

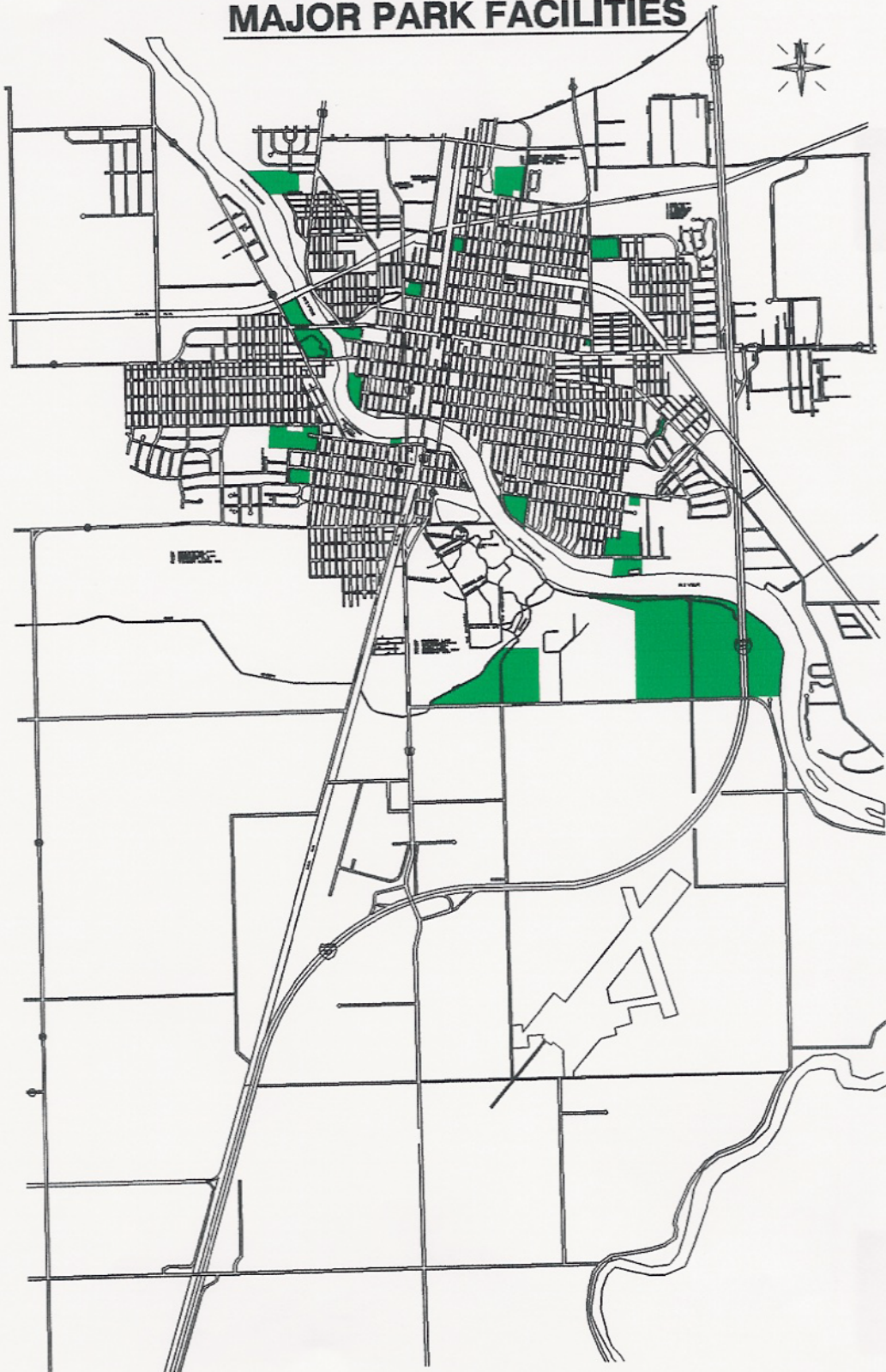


Figure 18

**CITY OF KANKAKEE
MAJOR ANNEXATION
AREAS**

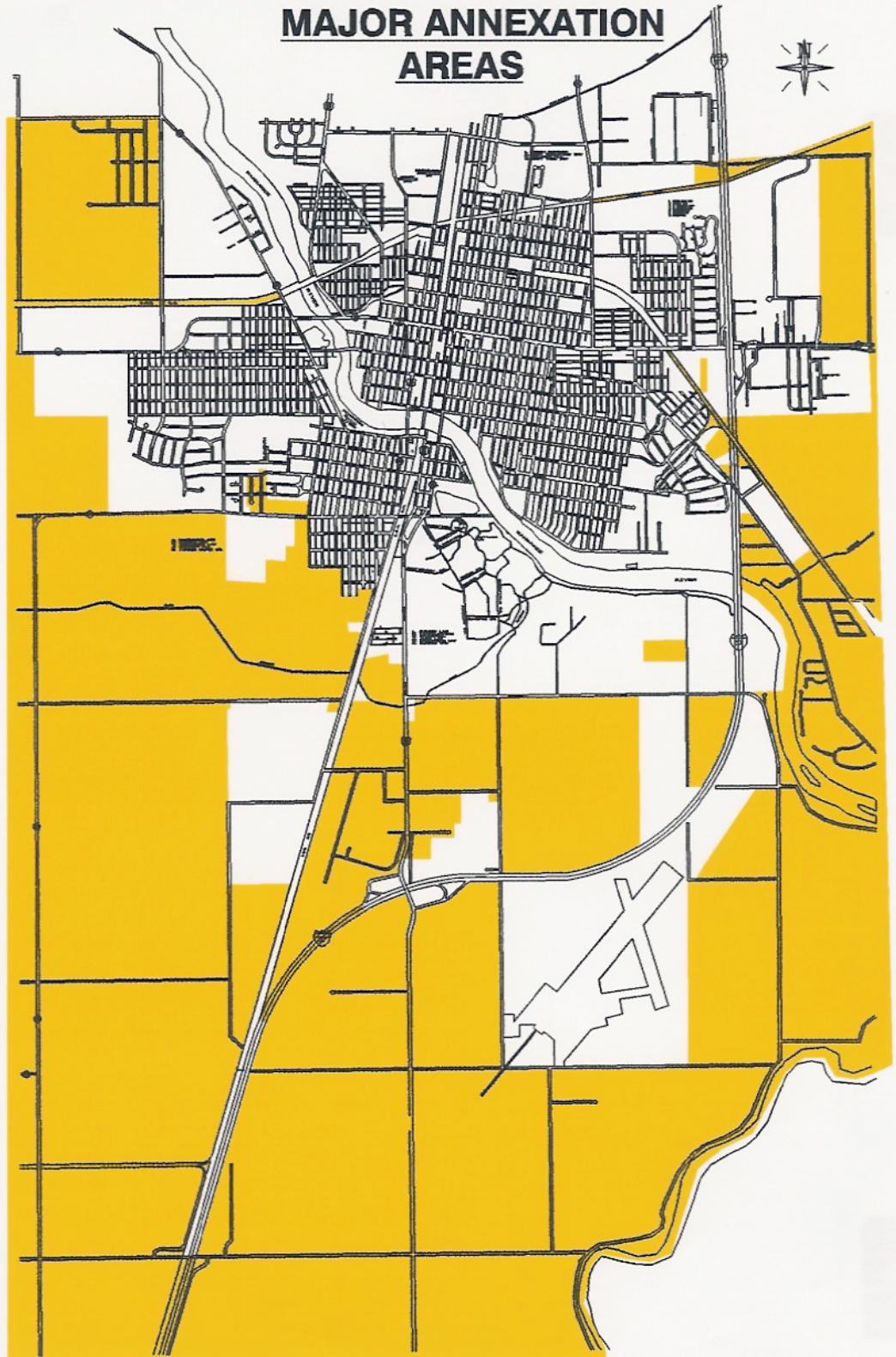


Figure 19

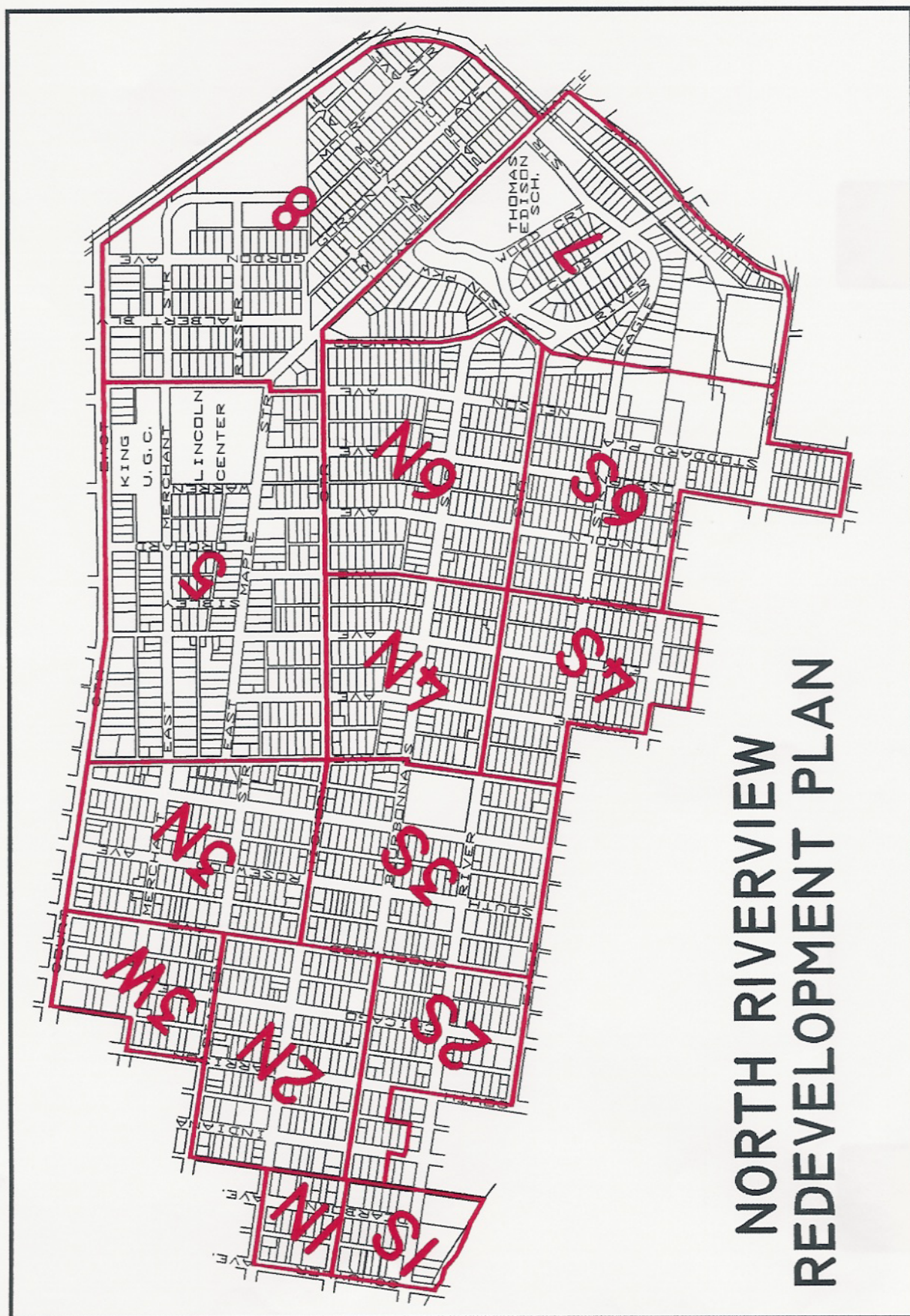


FIGURE 20